AGENTS FOR THE CHINA MAIL.

LONDON F. ALOLE, 11 & 12, Coment's

Lane, Lombani Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON

& Goron, Ludgate Circus, E.C. BATES

Handy & Co., 37, Walbrook, E.C.

SAMURI DEACOR & Co., 150 & 154.

PARIS AND EUROPE :- GALLEN "&

PRINCE, 36, Rue Dafayette, Paris.

NEW YORK :- ANDREW WIND, 21, Park.

SAN FRANCISCO and American Ports

SINGAPORE, STRAITS, &c.:—SAVLE &

CHINA: -- Macao, Messrs A. A. DE MELLO

ZEALAND :-- GORDON & GOTON Mel-

generally :- Bran & Black, Sun Fran-

Co., Square, Singapore. C. HEINEZEN

LANE, CHAWFORD & Co., and KELLY

& WAISH. Yokohama, LANE, CRAW-

Bank.

HONGKONG & SHANGHAI BANKING

CORPORATION.

\$5,926,765.62

Leadenhall Street.

bourne and Rydney.

& Oor, Manila.

HONGKONG, MONDAY, OCTOBER 1, 1883.

Betablished February, 1845.

日一初月九年未癸

PRICE, \$24 PER ANNUM. Shipping.

FOR LONDON VIA SUEZ CANAL

For Freight or Passage, apply to

Hongkong, Soptember 25, 1883,

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN & QUEENS.

Cargo to NEW ZEALAND.)

This Vessel has unusually good Cabin

Accommodation, situated amidships, upon

for Freight or Passage, apply to

Hongkong, September 26, 1883.

Sailing Vessels.

FOR NEW YORK.

Gerrish, Master, will load here for the above Port, and will

FOR HAVRE AND LONDON.

ngaged, with meet with quick despatch as

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON. SINGAPORE BATAVIA.

OLOMBO, ADEN, SUEZ, ISMAILIA,

PORT SAID, SYRIAN PORTS,

NAPLES, MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

PONDICHERRY, MADRAS, CALCUTTA

AND ALL INDIAN PORTS.

IN THURSDAY, the 4th October,

S. S. ONUS, Commandant RAPATEL,

with MAILS, PASSENGERS, SPECIE.

and CARGO, will leave this Port for the

Cargo and Specie will be registered for

London as well as for Marneilles, and ac-

cepted in transit through Marseilles for the

Shipping Orders will be granted until Noon of 3rd October.

Cargo will be received on board until 4

p.m., Specie and Parcels until 3 p.m. on

the 3rd October. (Parcels are not to be

sent on board; they must be left at the

Contents and value of Packages are re-

For further particulars, apply at the

Hongkong, September 22, 1883.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND FOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF

Francisco, via Yokohama, with option of

alling at Honolulu, on THURSDAY, the

11th October, at 3 p.m., taking Pas-

sengers and Freight, for Japan, the United

Through Bills of Lading issued for trans-

portation to Yokolmma and other Japan

Ports, to San Francisco, to Atlantic and

Inland Cities of the United States, via Over-

land Railways, to Havana, Trinidad, and

Demerara, and to ports in Mexico, Central

Through Passage Tickets granted to

England, France, and Germany by all

RETURN PASSAGES.—Passengers, who

have paid full fare, re-embarking at San

turn Passage Orders, available for one year,

will be issued at a Discount of 25 % from

Return Fare. These allowances do not apply

to through fares from China and Japan to

trans-Atlantic lines of Steamers.

and South America, by the Company's and

PEKING will be despatched for San

G. DE CHAMPEAUX,

principal places of Europe.

above places.

Agency's Office.)

Company's Office,

States, and Europe.

connecting Steamers.

1883, at Noon, the Company's

The 100 A 1 British Barque

"Killeena."

SIEMSSEN & Co.

The Steamship

despatched on or about

BUTTERFIELD & SWIRE,

Agento.

The 3/3 L.1.1. American Ship

" Paul Jones."

RUSSELL & Co.

Whampon."

LAND PORTS, and taking through

or about the 9th October.

o 20th Proximo.

have quick despatch.

For Freight, apply to

For Freight, apply to

Hongkong, August 23, 1883.

Hongkong, August 29, 1883.

the upper deck.

The Steamship

JARDINE, MATHESON & Co.

"Glencoc."

Steamers.

LAISE DE NAVIGATION A VAPEUR. Captain PARK, will be despatched as above on

2nd October, for MARSEILLES via SAIGON; SINGAPORE, COLOMBO, ADEN and SUEZ; and with leave to call Comments, and the Extracts from the at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEJLLES to HAVRE and LONDON, leaving Marseilles after arrival of the Steamer from CHINA.

larly from Marsellars to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked. The Company has a Forwarping-Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers. Each Steamer carries a Surgeon and

and table wines are included in the passage

Special Rates are arranged for families.

work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the DOUGLAS STEAMSHIP COMPANY. LIMITED.

The Co.'s Steamship

Captain WALLACE, having the greater portion of her Cargo Ports on WEDNESDAY, the 3rd Prox., at Daylight, instead of as previously advertised. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

Hougkong, September 28, 1883.

for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE.) The Steamship

Capt. QUARTLEY, will be despatched as above on

JARDINE, MATHESON & Co.

LIMITED.

The Co,'s Steamship Ports on SATURDAY, the 6th Proximo, at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

Hongkong, September 27, 1883. OCEAN STEAMSHIP COMPANY.

Captain Brace, will be despatched on or about the 6th Proximo.

Hongkong, September 25, 1883.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. for NINGPO, CHEFOO, NEW.

(Taking Cargo & Passengers at through rates CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship

Capt. Anderson, will be despatched on or about the 6th October. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, September 29, 1883.

COMPAGNIE DES MESSAGERIES MARITIMES.

ing on board after the 6th October, will be PAQUEBOT POSTE FRANCAIS. The Co.'s Steamship

SHANGHAI shortly after her arrival from

G. DE CHAMPEAUX, Agent. .

NOTICE. COMPAGNIE DES MESSAGERIES

MARITIMES.

The Co.'s Steamship Commandt. Du TEMPLE, will be despatched for

G. DE CHAMPEAUX,

For Sale.

LANE, CRAWFORD & Co.

TO HAND PER "GLENOGLE"

ASSORTED BEST TOILET SOAPS. PEARS' PRICKLY HEAT SOAP.

> CARBOLIC ACID. CARBOLIC DISINFECTING POWER IN DREDGERS.

WINTER HOSIERY. ALLORING GOODS IN THIS SEASON'S PATTERNS. THE NEW CLIMAX UMBRELLAS, guaranteed to wear. THE NEW TODDY KETTLES WITH LAMPS. THE NEW COFFEE MACHINES

> THE DUPLEX TABLE LAMPS, latest designs. ARTISTIC FENDERS and FIRE IRONS.

> > LANE, CRAWFORD & Co.

Hongkong, September 17, 1883.

SAYLE & Co.'s SHOW-ROOMS.

SHOWING Ex LATE ARRIVALS our first delivery

AUTUMN FASHIONS"

DRESS MATERIALS. JACKETS,

VICTORIA EXCHANGE,

Hongkong, September 13, 1883.

Intimations.

LIMITED.

JARDINE, MATHESON & Co.,

VICTORIA-ICE COMPANY, LIMITED.

CAPITAL,.....50,000 DOLLARS

1:000 SHARES OF 50 DOLLARS EACH.

Payments: - \$25 per Share upon Allotment

Directors:

(To be named by Sharcholders as soon as

the Shares are taken up.)

Bankers:

THE HONGKONG AND SHANGHAI

BANKING CORPORATION.

Solicitors:

ABRIDGED PROSPECTUS:

FEBRUARY, 1884.

or within ten days thereafter; Balance

of \$25 per Share on or before the 28TH

Hongkong, September 15, 1883.

General Managers.

MANTLES. MILLINERY,

FLOWERS, FEATHERS.

BONNETS,

RIBBONS.

Direct from the best FRENCH and English Markets. AN EARLY INSPECTION INVITED.

WASHING BOOKS. (In English and Ohmese.)

separately.

117ASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. - Price, \$1 each. CHINA MAIL Office.

For Sale.

AT CANTON.

NOW ON SALE.

CANTONESE DIALECT.

Da E. J. EITEL.

CROWN OCTAVO, PP. 1018.

Нопоково, 1877-1883.

Part I. A-K, ... \$2.50

This Standard Work on the Chinese Lan-

Imperial Dictionary, contains all Chinese

characters in practical use, and while alpha-betically agranged according to the sounds of the oldest dialect of China, the Can-

tonese, it gives also the Mandarin pronun-

ciation of all characters explained in the

book, so that its usefulness is by no means

confined to the Cantonese Dialect, but the

Empire, whilst its introductory chapters.

serve the purposes of a philological guide to the student.

and used by itself, and containing a List

of the Radicals, an Index, and a List of Surnames, will be published and sold

Hongkong, January 15, 1883.

LANE, CRAWFORD & Co.

A Supplement, arranged for being bound

Office.—Price, 30 Cents.

Native Papers.

Part II.

Part III.

Part IV.

SERIOUS DISTURBANCE

NOWREADY

PRICE, \$1.00.

By E. H. PARKER. Can be obtained from Kelly & Walse Price, at Shanghai and Hongkong, at LANE,

ON and after the 1st October, the Structure of Chinese Characters,......\$4.00. Chawford & Co., Hongkong, and at the

To Let.

TO LET. NTO. 6, QUEEN'S ROAD CENTRAL (lately occupied by PACIFIC MAIL S. S. Co.). "BISNEE VILLA" Pokfoolum, Furnished. Apply to

DAVID SASSOON, SONS & Co. Hongkong, August 30, 1883.

TO LET. THE PREMISES now occupied by us,

No. 11, QUEEN'S ROAD CENTRAL. For further Particulars apply to Messrs. Russell & Co. GEO. R. STEVENS & Co.

Hongkong, August 1, 1883. 71 O D O W N S-T O L E T

PRAYA EAST AND WANCHAI ROAD. For Particulars, apply to SIEMSSEN & Co.

NOTICE TO CONSIGNEES.

FROM CALCUTTA; PENANG AND

SINGAPORE.

THE S.S. Japan having arrived, Con-

A signess of Cargo are hereby requested

to send in their Bills of Lading to the

take immediate delivery of their Goods

Cargo impeding her discharge or remain-

landed and stored at Consignees' risk and

expense, and no Fire Insurance will be

Consiguees are hereby informed that any

DAVID SASSOON, SONS & Co.,

Agents.

Claims must be made immediately, as

none will be entertained after the 10th

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

VITHE Steamship Lennov, having arrived

SINGAPORE.

Hongkong, September 20, 1883.

Hongkong, April 26, 1882 TO LET.

CIPACIOUS GODOWN at BOWRINGTON suitable for the Storage of Coal.

GOODS AND EMBROIDERIES. Apply to DOUGLAS LAPRAIK & Co. Hongkong, March 8, 1883.

from alongside.

LK COATS and Other GARMENTS Notices to Consignees. for exportation.

No. 62, Queen's Road Central,

(Fourth door west from Portingen Street)

FOR SALE. TULES MUMM & CHAMPAGNE

GIBB, LIVINGSTON & Co. Hongkong, November 1, 1881.

suit, from one ton upwards. CHOY CHEW. .230, Praya West.

de18 INDO-CHINA STEAM NAVIGATION Hongkong, June 18, 1883. FOR SALE

I in cases of 1 dos. Quarts at.....\$3.50. in cases of 12 Bottles at........\$0.00. Also, some PRIME HOLLAND JEN-EVER in Stone bottles, and some

from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take imme-POMERANZEN BITTERS. diste delivery of their Goods. Double Barreled Breech Loading GUNS, Cargo impeding the discharge will be RIFLES, REVOLVERS, CARTRIDGES at once landed and stored at Consignees' and SHOT, &c., &c., &c. risk and expense.

21 and 23, Pottinger Street.

Shipping.

Steamers.

NOUVELLE COMPAGNIE MARSEIL

THE Whole of the Copies of the Overland Uhina Mail, containing the Accounts which appeared in the China Mail of the Acts of the Chinese mob at Canton, having been sold out, these Accounts have been Reprinted in PAMPHLET FORM, and The Steamship VALLADIER, Commander, will sail on TUESDAY, may now be obtained at the China Mail The PAMPHLET includes the Letters the have appeared in the China Mail on th subject of the disturbance, the Editorial

CHINESE DICTIONARY The Company also runs Steamers regu-

The line is noted for its enisine, and beer

RETURN TICKETS are now granted by the Steamers of this Line available 6 A Reduction of ten per cent. will be or 12 months period, to be reckened allowed to purchasers of Ten or more copies. from the date of arrival at Marseilles of the Steamer for which the Ticket is issued, to the date of re-embarkation there of the guage, constructed on the basis of Kanghi's Holder of the Ticket.

For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, September 24, 1883.

FOR SWATOW, AMOY & FOOCHOW-Captain Abbott, will be despatched for the above

General Managers.

FOR SHANGHAI. (Taking Cargo & Passengers at through rates

or about the 4th October.

For Freight or Passage, apply to

Hongkong, September 29, 1883.

DOUGLAS STEAMSHIP COMPANY,

FOR KUDAT AND SANDAKAN. Captain Pocouk, will be desputched for the above

General Managers.

FOR LONDON VIA SUEZ CANAL The Co.'s Steamship

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

NOTICE.

Commandant —, will be despatched for

Hongkong, September 28, 1883.

PAQUEBOT POSTE FRANCAIS.

YOKOHAMA shortly after the arrival of the next French Mail from Europe. Agent Hongkong, September 28, 1883.

Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Re-

Freight will be received on board until 4 o.m. on the 10th Oct. Percel Packages will be received at the office until 5 p.th. same day; all Parcel Packages should be marked to address in full; value of same

Consular Invoices to accompany Overland Cargo should be sent to the Company's Mices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 501, Queen's Road Central. F. E. FOSTER,

Agent. Hongkong, September 28, 1883.

83,198,336.43 COURT OF DIRECTORS.

coived on New Searcs.... [-:

Instalment received on

NEW SHARES,....

INSTALMENT OF PREMIUM TO-

Chairman-WM. REINERS, Esq. Deputy Chairman - W. S. Young, Esq. H. L. DALRYMPER, A.P. McEWEN, Esq. A. Molven, Esq. W. H. FORBES, Esq. F. D. SASSOON, Esq. A. Gültzow, Esq. M. E. SASSOON, Esq.

Hon. F. B. Johnson. CHIEF MANAGER. Hongkong......Thomas Jackson, Esq. MANAGER.

Shanghai, Ewen Cameron, Esq.

LONDON BANKERS. - London and County

HONGKONG. INTEREST ALLOWED. ON Current Deposit Account at the rate of 2 per cent, per annum on the daily

For Fixed Deposits:-For 3 months, 3 per cent, per annum. is 6 ii 4 per cent. ii ii 5 per cent. "

LOCAL BILLS DISCOUNTED. Credita granted on approved Securities, and every description of Banking and Exchange business transacted. hief Commercial places in Europe. India. Australia, America, China and Japan.

T. JACKSON. Chief Manager. Utilices of the Corporation, No. 1. Queen's Road East.

Hongkong, August 25, 1883.

Notices of Firms. NOTICE TITHE INTEREST and RESPONSIBILITY of

Mr. G. A. GROSSMANN in our Firm CEASED on the 31st August, 1883. GROSSMANN & Uo. Hongkong, September 1, 1883.

and in Formosa under the Style of J. C. ELLES & Co. Mr. FRANCIS CASS | next, will be adjusted by the Company, and is authorized to Sign the Firm.

NOTICE.

JAMES C. ELLES. Amoy, 1st May, 1883.

Steamers.

NOTICE. TIROM this date Mesers. RUSSELL & Co. will conduct our Business at this port and all Communications should be addressed to them.

Messrs. RUSSELL & Co. will also Act

ss Agents at this port for our line of

GEO. R. STEVENS & Co. Hongkong, August 1, 1883.

Intimations. Twelfth Volume of the

"CHINA REVIEW."

No. 1.-Vol. XII. -OF THE-

CONTAINS-The Structure of Chinese Characters. Chinese Guilds and their Rules. The Disject of Yangehow.

China During the Tain T Dynasty, A.D 264-419. More on the Origin of the Arabic Numerals. Su Tang P'o in Hainan. Opinm and the Smoking Extract.

Notices of New Books and Literary Intel-Notes and Queries. Correspondence. Books Wanted, Exchanges, &c. To Contributors.

Hongkong, September 28, 1883. Mr. Andrew Wind.

Name Adenty &c. 133. NASSAU STREET NEW YORK is authorized to receive Subscriptions. Advertisements, &c., for the China Mail. Overland China Mail, and China Review,

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY,

> LIMITED. NOTICE.

N and after MONDAY, the 1st October, the Hour of Departure of the NIGHT BOATS will be 5.30 p.m. from Hongkong, AUSTRALIA, TASMANIA, AND NEW and 5 p.m. from CANTON. By Order.

> P. A. DA COSTA, Hongkong, September 28, 1883.

NOTICE. INA:—Macao, Messrs A. A. DE MELLO
& Co. Swatow, Queich & Co.
Amoy, Wilson, Nicholis & Co.
CLUB is hereby convened for WEDNESPoochow, Hedge & Co. Shanghai, DAY, the 10th October next, at 3,30 p.m.

SPECIAL BUSINESS. By Order of the General Committee, A. O'D. GOURDIN. Acting Secretary.

Hongkong, September 27, 1883. Good BOOKKEEPER, who has a few

A spare hours in the early morning, would be glad to take Charge of a Set of Accounts. Terms very moderate.

Address "M. M. R.," e/o. China Mail Office. Hongkong, August 24, 1883.

HONGKONG & SHANGHAI BANKING

CORPORATION. 698,336,43 THE THIRD CALL of £10 Sterling per Share on the 20,000 Shares, NEW ISSUE of this Corporation, will fall due on the 30th September Current, in London, Calcutta, Bombay, Shanghai and Hongkong. REGISTERED SHAREHOLDERS entitled to NEW SHARES, are requested to Pay, at the respective Offices, the above Callor its equivalent in the Currency of the above-

mentioned places. PROVISIONAL CERTIFICATES are being issued in Exchange for the 1st Call Receipts, which are to be surrendered to the Bank. HOLDERS OF PROVISIONAL CERTIFICATES. when paying this Call, will please send same to this Office to be endorsed The Rate of Exchange for Hongkong is fixed at 3/- 77d. or \$54.70 per Share. INTEREST at the Rate of 7 % per Annum

30th September. By Order of the Court of Directors, T. JACKSON. Chief Manager.

Hongkong, September 12, 1883.

will be Charged on Calls unpaid on the

CHINA FIRE INSURANCE COM- HONGKONG ICE COMPANY, PANY, LIMITED. ADJUSTMENT OF BONUS FOR THE YEAR 1882. NOT TICE. CHAREHOLDERS are hereby requested to send in to this Office a List of their Drofts granted on London, and the Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to Contributors may be arranged. Returns not sent in before the 30th November next, will be

made up by the Company, and no subsequent Claims or Alterations will be allowed. By Order of the Board, JAS. B. COUGHTRIE,

Secretary.

Hongkong, September 1, 1883. HONGKONG FIRE INSURANCE COMPANY, LIMITED.

AUJUSTMENT OF BONUS FOR THE YEAR 1882. CHAREHOLDERS in the above Com-D pany are requested to Furnish the. Indersigned with a List of their Contributions for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS Reserved for CONTRIBUTORS HAVE Established myself at this Port may be arranged. Returns not rendered prior to the Thirty-first day of October

> no Claims or Alterations will be subsequently admitted. JARDINE, MATHESON & Co.,

General Managers. Hongkong, August 16, 1883. nol Hongkong on the Binary Absorption Sys-PENINSULAR & ORIENTAL STEAM

NAVIGATION COMPANY.

QUARANTINE AT EGYPTIAN AND CONTINENTAL PORTS. A RRANGEMENTS have been made for economical method of manufacturing Ice A passing the Company's Steamers ever invented. through the Suez Canal in Quarantine, thus avoiding any detention in EGYPT. The Homeward Mails are now being landed | will be in complete working order by next at VENICE, but the QUARANTINE which is March, 1884. still imposed at this and all other CONTIN-ENTAL PORTS prevents the landing of Pas. Hongkong & Shanghai Banking Corporasengers, and those travelling by the Com- mon that they shall hold the amount paid pany's Steamers are advised to remain on on the shares when allotted until the Board

charge Cargo and proceed in her direct to credit of the Company. The Passages of the Steamers will be OF GIBRALTAR. E. L. WOODIN,

Acting Superintendent. Hongkong, September 6, 1883. WILLIAM DOLAN. SAIL-MAKER & SHIP-CHANDERS. 22, PRAYS CENTRAL

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS. &c., &c., &c.

Hongkong, May 1, 1882.

IT frequently occurs that from damp or 1 otherwise Good Tra is spoiled from the fact of being musty, mouldy, unpalatable to Foreigners' taste and unfit for their This refuse Tea the Lady Superioress

of the Italian Convent now comes forward and begs the LADIES and GENTLEMEN to let her have for her numerous Chinese pupils. for whom the sole beverage of luxnry is Tea. Hongkong, September 10, 1883. 24th September, 1883.

For Sale.

PUBLICATIONS DY JOHN CHALMERS, M.A., LE.D., COMPARATIVE CHINESE FAMILY LAW to be bought of LANE, CEAWFORD &

Co. and KELLY & WALSH. Cantonese Dictionary,...... 3.00. Concise K'anghi, half calf,..... 5.00. Do. stitched, 3.00. Tau-teh-king, 2.00. The Question of Terms,..... 1.00.

LONDON MISSION, Hongkong, May 16, 1883.

STULTZ, TAILOR, DRAPER AND GENERAL OUTFITTER.

DEST MATERIALS and a PERFECT FIT GUARANTEED. At Moderate Prices.

Messrs. SHARP, TOLLER & JOHNSON. PITH HATS. MATTING, II HIS Company is formed for the Manu-And has always on Hand. PACTURE of ICE in the Colony of tem patented by the International Ice and A VERY FINE SELECTION OF

This Patent System has been introduced into Japan and Shanghai with most satisfactory results. The consensus of opinion from various parts of the world unhesitat-

According to arrangements it is anticipated that the business of the Company An arrangement has been made with the September 14, 1883. board the Vessel which calls at MARSEILLES of Directors of the Company is appointed, on route—stopping a few hours only to disc the amount will then be placed to the

London, thus avoiding all QUARANTINE Copies of the Prospectus, Articles of delays and inconveniences.

Association and forms of Application for Shares may be obtained by intending Subaccelerated, and they will not call at Malita scribers from this date till the 29th September. 1883, from the Honokono & Shanghai BANKING CORPORATION or the Secretary pro tem: of the Company, Mr. J. M. Guedes, 39, Wellington Street, who has consented to act till a Board of Directors for the Company is appointed by the Shareholders.

J. M. GUEDES.

39, Wellington Street.

HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, de., NESS TRON WORKS.

Hongkong, September 15, 1883.

FTAVING This Day commenced Busi-II was, are ready to undertake Work of the above Descriptions under the Supervision of an Experienceb European. Orders executed with the utmost despute! and at moderate terms: ENGINE ROOM STORE, WEST POINT, Hongkong,

Hongkong, August 16, 1883.

Origin of the Chinese,...... 1.50. The Rhymes of the Shi, 1.00.

SAM HING, Junr.

Dealer in Chinese Silks of all kinds.

BAMBOO BLINDS. Refrigerating Machine Company of New VARIOUS KINDS OF SILK

WHOLESALE MANUFACTURER

oc14 | Co.'s Undersigned for countersignature, and to

FOR SALE CHEAP. IVE Hundred to Six Hundred Tons COKE and COAL TAR, in lots to October.

OOD BORDEAUX CLARET Wolfe Schiedam Schnapps

> J. F. SCHEFFER. JARDINE, MATHESON & Co., General Managers. Hongkong, September 29, 1883.

PASSENGERS.

Per Peking, from Bhanghai, Dr Doberck,

Per Jorge Juan, from Amoy, Mr Tomas,

Per Phra Chula Chom Klao, from Bang-

- DEPARTED.

Per Chi Yuen, for Swatow and Amoy,

Per Sherard Osborn, for St. John's, 2

TO DEPART.

Per Saltee, for Hoihow, &co., 45 Chinese.

SHIPPING REPORTS.

The British steamer Peking reports

The British steamer Jorge Juan reports:

The British steamer Phra Chula Chom

Klao reports: Light Southerly winds and

fine weather first part of voyage, letter part

The Chinese steamer Fuyew reports

Had fine weather with moderate N.E. winds

POST OFFICE NOTICES.

day, the 2nd inst., instead of as pre-

Per Gordon Castle, at 2.30 p.m., on Tues-

For NAGASAKI, HIOGO, AND YOKO-

Per Zambesi, at 11.30 a.m., on Wednes-

Per Thales, at 3.30 p.m., on Saturday,

French Contract Packet Oxu

will be despatched on THURSDAY,

the 4th October, with Mails for the

United Kingdom, Europe, and places

MAILS will close:

viously notified.

day, the 2nd inst.

day, the 17th inst.

the 6th October.

For KUDAT AND SANDAKAN .-

MAILS BY THE FRENCH PACKET.-

Egypt, Malta, and Gibraltar.

MAILS BY THE UNITED STATES PACKET. -

The United States Mail Packet City of

Registry cesses.

Peking, will be despatched on THURS-

DAY, the 11th October, with Mails

for Japan, San Francisco, the United

States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

pendence may be posted on board the

Packet with Late Fee of 10 cents extra

Postage until the time of departure.

HOURS OF CLOSING

THE FRENCH MAIL

The following hours are observed in closing

Day before departure (or Saturday if the de-

parture be on Monday),—
5 P.M.—Money Order Office closes.

sopen out of Office hours.

A.M. Registry of Letters ceases

A.M. Post Office opens.

Post Office, Shanghai.

Post Office closes, except the

NIGHT Box, which is always

Mails, &c., by the Erench Contract

Post-Office closes, but Corres

the Mails, &c.

Packet :--

Day of departure.

day, the 2nd October.

Fine weather throughout.

winds and chopping sea.

For MANILA .-

For SAIGON.

throughout.

Light N.E. winds and fine weather through

Per Canton, for Saigon, 80 Chinese.

Elizabeth Childs, for Ilcilo.

Europeans, and 79 Chinese.

Jorgo Juan, for Manila.

and 200 Chinese

kok, 19 Chinese.

und 90 Chinesol

360 Chinese.

and 180 Ohinese.

For Sale.

MacEWEN, FRICKEL & Co. No. 53, Queen's Road East, (OPPOSITE THE COMMISSABIAT).

FROM AMERICA. ALIFORNIA' OMPANY'S BISCUITS in & ft.

tins, and loose. Soda BISCUITS. Assorted BISCUITS.

mail HOMINY. Cracked WHEAT. OATMEAL. CORNMEAL.

White BEANS. TOPOCAN BUTTER. Eastern and Californian CHEESE. CODFISH in Tins. Prime HAMS and BACON. Eagle Brand Condensed MILK. Ideal SALMON in 5 th cans.

Family BEEF in 25 to kegs. Cutting's Dessert FRUITS in 24 fb caus. Assorted Canned VEGETABLES Potted SAUSAGE and Sausage Stuffed PEPPERS. Assorted SOUPS. Richardson & Robbin's Celebrated Potted

MEATS.

Richardson & Robbin's Curried OYSTERS. Clam CHOWDER. Fresh OREGON SALMON. Dried APPLES. TOMATOES. UCCOTASH. BRAWN. Maple SYRUP. Goldon SYRUP. LOBSTERS. OYSTEKS. HONEY.

Corn STARCH.

Green CORN. SCALES FAIRBANKS'

400 lb. Capacity. 900 tb. 1,200 lb.

CORN BROOMS. OFFICE HIGH CHAIRS. AXES and HATCHETS. AGATE IRON WARE:

WAFFLE IRONS. SMOOTHING IRONS. PAINTS and OILS. TALLOW and TAR. VARNISHES.

DEVOE'S NONPARIEL BRILLIANT KEROSINE OIL.

150° test.

Ex late Arrivals from ENGLAND.

A LARGE ASSORTMENT OF S - T = O - R - E - S, including: BREAKFAST TONGUES. CAVIAR.

ASPARAGUS. SOUPS, &c. TEYSSONEAU'S DESSERT FRUITS. ALMONDS and RAISINS. PICNIC TONGUES.

COCOATINA. VAN HOUTEN'S COCOA. Liebio's & Err's COCOA. FRENCH PLUMS. PATE DE FOIE GRAS.

MINCEMEAT. SAUSAGES. BRAWN. DANISH BUTTER.

> SPARTAN COOKING STOVES.

ENGLISH OUTLERY. ELECTRO-PLATE

CROCKERY & GDASS WARE CLARETS-CHATEAU MARGAUX. CHATEAU LA TOUR, pints & quarts. 1RES. GRAVES.

BREAKFAST CLARET, " SHERRIES & PORT-SACCONE'S MANZANILLA & AMON-TILLADO. SACCONE'S OLD INVALID PORT

(1848). HUNT'S PORT. BRANDY, WHISKY, LIQUEURS, &c.-1 and 3-star HENNESSY'S BRANDY. BISQUIT DUBOUCHE & Co.'s BRANDY. FINEST OLD BOURBON WHISKY. KINAHAN'S LL WHISKY. ROYAL GLENDEE WHISKY. BOORD'S OLD TOM. E. & J. BURKE'S IRISH WHISKY. ROSE'S LIME JUICE CORDIAL.

NOILLY PRAT & Co.'s VERMOUTH. CRAEBIE'S GINGER BRANDY. EASTERN CIDER. CHARTREUSE MARASCHINO. CURACAO. ANGOSTURA. HOKER'S and ORANGE

BASS'S ALE, bottled by Cameron and SAUNDERS, pints and quarts. GUINNESS'S STOUT, bottled by E. & . J. Burke, pints and quarts. DRAUGHT ALE and PORTER, by the ALE and PORTER, in hogsheads.

BITTERS.

&c.,

SPECIALLY SELECTED

G A

Fine New Season's CUMSHAW TEA. 5 catty Boxes. BREAKFAST CONGOU @ 25 cents p. th.

MILNER'S PATENT FIRE-PROOF SAFES, CASH and PAPER BOXES, at Manufacturer's Prices. Hongkong, July 10, 1883.

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY. THE Undersigned, Agents of the above

Company, are authorized to Insure against FIRE at Current Rates. GILMAN & Co. Hongkong, January 1, 1882.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTEP OF His Majesty King George The First,

A. D. 1720. THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :-Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia. Fire Department. Policies issued for long or short periods at

current rates. Life Department. Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

NOTICE. QUEEN FIRE INSURANCE COM-

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. not premium per annum. NORTON & Co., Agents. Hongkong, May 19, 1881.

> LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.) CAPITAL, Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkony & Canton. Hongkong, January 4, 1867.

JUST RECEIVED CIT. JACOB'S OIL. HOP BITTERS. ELECTRIC HAIR BRUSHES.

HONGKONG DISPENSARY. Hongkong, September 24, 1883. 8fe84

To-day's Advertisements. UNION LINE. FOR NEW YORK VIA SUEZ CANAL

The Steamship Captain Jones, will be steamer, 1011, H. Lightwood, Bangkok Sept. 23, General.—Hor Hing Hong. Port on THRUSDAY, the 4th Instant, at

For Freight or Passage, apply to

RUSSELL & Co. Hongkong, October 1, 1883.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship

"Patroclus,"
Captain Brown, will be despatched on or about Oct. 1, City the 13th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 1, 1883.

FOR NEW YORK VIA SUEZ CANAL. The Steamship " Strathleven." PEARSON, Commander, expected here on or about

the 17th Instant, will have immediate despatch for the above Port. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hougkong, October 1, 1883.

DEPARTURES. 30, Amoy, for Canton.

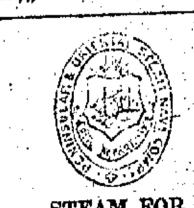
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TOM	2 2	PPO				8 2	· 12	lpril & Oct	- 1		

CLEARED. To-day's Advertisements Robert Dixon, for San Erancisco. Stillman B. Allen, for New York. Canton, for Saigon.

THE Public are hereby informed that the GOVERNMENT CONTRACTOR for the REMOVAL of EXCRETAL MATTERS from the City of Victoria has no control has he any right to interfere in any way whatsoever with private night men who are, or who may be employed by Householders. HUGH McCALLUM,

Sanitary Inspector. SANITARY OFFICE, Hongkong, October 1, 1883. NOTICE.

HAVE This Day ESTABLISHED myself as a SHARE and GENERAL A. F. DE J. SOARES. Hongkong, October 1, 1883.



STEAM FOR SINGAPORE. PENANG. COLOMBO, ADEN, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE AND LONDON;

Had light Northerly winds and fine wea-BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA. N.B.—Cargo can be taken on through Bills Lading for BATAVIA, PERSIAN GULE PORTS. MARSEILLES, TRIESTE, HAMBURG, NEW YORK

brisk N.E. winds and heavy Easterly swell. AND BOSTON. From Bangkok to Cape Padaran, S.W. monsoon with miny weather, from thence THE PENINGULAR AND ORIENTAL STEAM to port Easterly winds with confused sea. NAVIGATION COMPANY'S - Steam-ship DECCAN. Captain A. W. Adamson, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call.

TUESDAY, the 16th October, at 4 p.m. Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. For further Particulars, regarding FREIGHT and PASSAGE, apply to the

PENINSULAR & ORIENTAL STRAM NAVIGA-TION COMPANY'S Office, Hongkong. The Contents and Value of Packages are For SWATOW: AMOY & FOOCHOW .required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Com-

pany's Black Bills of Lading. N.B.—This Steamer takes Cargo and Passengers for MARSEILLES. E. L. WOODIN.

Acting Superintendent. Hongkong, October 1, 1883.

SHIPPING.

ARRIVALS. Sept. 30, Peking, British steamer, 954

Heuermann, Shanghai Sept. 27, General. Siemssen & Co. Sept. 30, Jorge Juan, British steamer, 522, E. Thebaud, Amoy Sept. 29, General.

-Russell & Co. . Sept. 30, Illis, German gunboat, 420, The Klausa, Shanghai Sept. 25. Sept. 30, Phra Chula Chom Klao, British

despatched for the above | Sept. 23, General.—Hor Hing Hong. Sept. 30, Mongkut, British steamer, 859, Loff, Bangkok Sept. 23, General.—YUEN

Sept. 30, Europa, German steamer, 1003, The usual hours will be observed in closing Joh. Schade, Saigon Sept. 25, Rice and Paddy.-MELCHERS & Co. Oct. 1, Esmeralda, British steamer, 395.

G. Wright, Haiphong Sept. 29, Ballast .-RUSSELL & Co. Oct. 1, Fuyew, Chinese steamer, 920,

Croad, Shanghai Sept. 28, General.-C. Oct. 1. City of Peking, American steamer,

3129, G. G. Berry, San Francisco Sept. 1, and Yokohama, Mails and General. - P. M. 2.30 P.M.

S. S. Co. Oct. 1. Picciola, British steamer, 875. Amoy Sept. 30, General.—Bun HIN CHAN.

Oct. 1, Livingstone, German barque, 531, H. Steffens, Newchwang Sept. 18, Bcans. -Siemssen & Co.

Sept. 30, Chi Yuen, for Swatow and Amoy. 30, Peking, for Canton. Iltis, German gunboat, for Canton. 1, Saltee, for Hoihow, &c.

1, Sherard Osborn, for St. John's. , Kashgar, for Singapore, &c.

		SHARI	LIS.	rQuot.	ATIONS.	•	. 1, 1883.	Posting of all printed matter if
	Nos. of Shares		Paid-	Reserve.	Working Le	ast Di- dend.(1)	Closing Quo- tations, Cash.	and patterns ceases. 11 A.M.—Mails closed, except for Late Letters.
	60,000	-	1	[.43 \$ 3,198,336		· · · · · · · · · · · · · · · · · · ·	186 %= \$ 35 7 }	11.10 A.M.—Letters may be posted with Late Fee of 10 cents until 11.30 A.M.—When the Post Office closes
Ins s. Soc.	1,200 $2,000$		CHA MANI	aria de la composición dela composición de la composición de la composición de la composición dela composición dela composición dela composición de la composición de la composición dela composición de la composición dela composición del	[1.230,464.77]T] [1. 3,059.76] 3 164,271.00		THEY WE WERE	on board the packet with Late Fee of 10 cents until time of
, Office	24,000 10,000) 5 250	\$ 50	J - 1	\$ 107,411.65 \$ 506,127.77 Debit balance \$3907.18	22% ‡ 10% 3%	\$1 05 "	Money Orders.
e Ing.,	1,500 8,000 20,000	8 250	S 50	8 861,000	\$3907.18 \$ 250,732.56 \$ 106,366.49	\$20 T	\$352 <u>1</u> "	1.—Money Orders are exchanged with the following countries:— Ceylon. South Australia. India—Straits Settlements.
PANIES	- 5 ' .					roporti onate		Japan.* Tasmania. New South Wales. United Kingdom.
hina S Co	8,00 12000		08 70 0£ 1	5 200, 009 0	\$ 41,320.95 Debit.	6%	\$125 17½ % dis.	Queensland. Western Australia. 2.—The Hongkong Post Office also issues orders on Shanghai, and vice versa.
Manil loy.,L/ LNEOU	t 3,50	810	<u> </u>				18 % prm.	3.—The commission is as follows—(according to the currency the order is drawn in):—
Wh'po d Chir	10,00	00 \$ 12	25 \$ 12	5, \$1 8,000 ⁷³	\$ 2,083.04 £ 1.144.18.9	4%	57 % prm.= \$1961 \$80 p. share	Up to £ 2, or \$10, or R 20,0.20 cents. £ 5, or \$25, or R 50,0.40 ,. £ 7, or \$35, or R 70,0.60 ,,
Hotel. ugar C	5,00 2,00 a. 9,00 o. 1,2	00 8 16 00 8 16 50 8 16	00 \$ 10 00 \$ 10 00 \$ 10	0 \$ 30,000 0 8 - 15,250	5,895.56 \$687.06	\$3 \$8 \$12 % for	\$150 \$135 r.\$150	Up to £ 2, or \$10, or R 20,0.20 cents. £ 5, or \$25, or R 50,0.40 ,. £ 7, or \$35, or R 70,0.60 ,. £ 10, or \$50, or R 100,0.80 ,. R 150, \$1.00, 4—No Order must exceed £10 or \$50 (unless drawn on India, when R 150 is the limit), nor will more than two such orders
Bake ugarC	ry 60 o. 7,00	UU_0 \	50 \$ 5		\$ 4,090.65	-11-	\$82 II 877 II	be issued to the same person, in favour of the same paves, by the same mail.
18	74 6,2 77 16,0	40£ 1	00 all	Interest. 8 % 8 %	June30Dec31 Feb.28Ag. 31			5.—Sums not exceeding \$50 may be remitted between the Ports of China by
18	78 3,8 81 8,5	99 TL 5	00 all	8%	April & Oct. Jne16&Dc. 10		2 % prem.	charge of one per cent. for cashing them, or Money Orders can be granted on Porta where there are agencies of the Hongkong

+ Dividend for 1881.- To 50th April 1883.- Ter year 1881.- || For half year ended 80th

EDWARD GEORGE, Bhare Broker.

June 1883 .- (!) And/or total dividend to date declared this year.

Not Responsible for Debts.

cither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Craw of the fallowing Vessels, during their stay in Hongkony Harbour :-CHARLES BAL, British ship, Capt. W. Watson. P. & O. S. N. Co. C. T. Hook, British steamer, Captain W

Jarvis.-Thos. Howard & Co. CONCORDIA, Germ. 3-m. schooner, Capt. H. Ruter. - M. B. M. S. S. Co. FURNESS ABBEY, American barque, Capt. T. Marcy.—Master.

Per Mongkut, from Bangkok, 42 Chinese. KHILEENA, British barque, Capt. Hugh Per Europa, from Saigon, 142 Chinese. Per Fuyew, from Shanghai, Mr Watson, Wallace. Moyer & Co. LERNOX, British steamer, Captain D Scott. Jardine, Matheson & Co. Per City of Peking, from San Francisco &c., Mrs D. Sayle and 2 children, and 650 Magic. British brig, Captain White.

NICOYA; British barque, Captain James Foster.-Arnhold, Karberg & Co. ROBERT DIXON, American ship, Capt. O. C. Young.-Messageries Maritimes. SARAH S. RIDEWAY, American barque, Per Kashgar, for Singapore, &c., 1 Cabin, 6 Second-class, and 263 Chinese. Capt. H. C. Townsend, - Chinese. SEA RIPPLE, Brit. 3-m. schooner, Capt Alfred Rickers. Siemssen & Co. SILVER EAGLE, British barque, Captain Richard .- Wieler & Co. Per Jorge Juan, for Manila, 2 Europeans, STILLMAN B. ALLEN, American barque,

Capt. W. S. Eldredge. -Russell & Co. TETUAN, British barque, Capt. S. Hyne. Wieler & Co. Willowoop, American barque, Captain Chas. A. Sawyer.—Capta

MEMOS. FOR TO-MORROW Shipping. Europe leaves for Marseilles, &c.

General Memoranda.

The British steamer Mongkut reports: VEDNESDAY, October 3:-Daylight.-Kwangtung leaves for Coast

The German steamer. Europa reports: THURSDAY, October 4:-Noon.-French Mail leaves for Ports of The British steamer Esmeralda reports Call and Europe. Fine weather from Haiphong to St. John's Noon.-Oxfordshire leaves for New Island, thence to port fresh Northerly York.

> ATURDAY. October 6:-4 p.m. -Thates leaves for Kudat, &c. Goods per Japan undelivered after thi date subject to tent.

WEDNESDAY, October 10 :-3.30 p.m. - Meeting of Members of the Hongkong Club. THURSDAY, October 11 :---

3 p.m.-P. M. S. Co.'s Steamer leaves for Yokohama and San Francisco. Per Kwangtung, at 11.30 a.m., on Tues-Tuesday, October 16:-4 p.m. English Mail leaves for Ports of Call and Europe. Per Jorge Juan, at 11.30 a.m., on Tues-

HONGKONG DISPENSARY

Established A.D. 1841. 香港大藥功。

A. S. WATSON & Co., FAMILY & DISPENSING CHEMIST WHOLESALE AND RETAIL DEUGGISTS, IMPORTERS:

DRUGGISTS' SUNDRIES, NURSERY REQU SITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

beyond, vid Naples; to Saigon, Straits MANUFACTURERS Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Soda Water, Lemonade, Tonic Water, Gingorade, Potass Water, Sarsarparilla Water, and other Acrated Waters. The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876. BIRTH. At Pootung, Shanghai, on the 24th Sept., the Wife of C. C. GRAM, I.M.C., of a Son. The publication of this issue commenced

The China Mail.

HONGKONG, MONDAY, OCTOBER 1, 1883 REUTER'S TELEGRAMS.

SUPPLIED TO THE "CHINA MAIL"] (Per E. E. A. & C. Telegraph Co.'s Line.) MR BHAW OF MADAGASCAR IN LONDON. LONDON, 29th September, 1883.

press call for reparation. LOCAL AND GENERAL. The S.S. Glenely left Singapore on the 26th 11.30 A.M. - When the Post Office closes inst.; due here on or about the 2nd

11.40 A.M.-Late Letters may be posted on board the packet with Late The O. S. S. Co.'s steamer Achilles left Sin-Fee of 10 cents until time of gapore on the 28th, inst.; due here on or about the 5th proximo.

THE German gunboat Illis left here for 1 -Money Orders are exchanged with Canton yesterday afternoon. held in Shanghai on the 3rd instant, to

consider the new Police scheme. 2.—The Hongkong Post Office also issues

> THE S. S. Godarery went into the Cosmopolitan Dock to-day, and the steamers Albay, Activ and Crusader are to leave the same Dock to-morrow.

WE are informed by the Harbour Master 4.—No Order must exceed £10 or \$50 that the typhoon announced on Saturday (unless drawn on India, when R150 is the limit), nor will more than two such orders last to be raging N. of Lazon, yesterday be issued to the same person, in favour of crossed the provinces and seemed to be travelling to the W.N.W. 5.—Sums not exceeding \$50 may be remitted between the Ports of China by

means of Postage Stamps, subject to a the loss of the Chocorna that all hands lost charge of one per cent. for cashing them, or Money Orders can be granted on Ports almost everything belonging to them, and where there are agencies of the Hongkong landed in an almost nude condition. vessel has broken in two, amidships, every-No orders on Japan are issued at the British thing being washed out.

begun at 5.5 this evening.

Ir may be interesting to shipmasters know that a chart containing all the alterations which have been caused in the Sunds Struits by the late eruption of Mount Krakatoa has been received here by the Acting Consul for the Netherlands, Mr R. Buschunann, who will be most happy to show the chart to any shipmaster who may desire to

THE French gunboat Estoc has been lost on the voyage from Saigon to Haiphong. After she had sprung a leak she was taken and it was found impossible to save the

should be caught on Chinese territory.

tionary society.

A MENDICANT who was up before the Magistrate on Saturday last, and whose case was then remanded, died in his cell in the remand ward of Victora Gaol between and 4 o'clock this morning. An inques was held on the body at the Gaol at 2.30 p. m. to-day before Mr. H. E. Wodchouse Coroner, and a jury consisting of Mr. J. 1 Shuster, F. M. Gutierroz and J. M. do Re sario. Medical evidence went to provi that deceased died from syncope caused b an obstruction of one of the vessels of the heart communicating with the lungs. The pericardium was also inflamed, probably through the effects of cold and exposure The deceased appeared to have been an old opium smoker, but this did not, according to Dr. Ayres' evidence, in any way accelerate his death. The jury returned a verdict of

death from natural causes. A most deliberate attempt appears to have been made by some miscreants last night to set fire to the house of Mr Stainfield. situated next to the Temperance Hall. A narrow passage separates the two buildings, and it is evident that the would-be incendiaries went down this alley, and placed a bundle of rags, soaked in kerosine or some inflammable liquid, against the wood-work of a window there. The wood-work was burnt through, but the rage fell on to a stone window-sill, and there fortunately burnt themselves out, without doing further damage. From the spot selected for this attempt at incendiarism, it seems to have been the work of some one quite unac quainted with the plan of the house, as the rancal picked out the room best capable of

withstanding a fire. THE Volunteers paraded to-day in fairly creditable numbers, there being over fifty members of the corps present, and the following officers :- Colonel Crawford, R.A. Commendant, Captain Francis, and Lientenants McCallum and Mosely. After the men had fallen in, they were distributed in sub-divisions and half-batteries. There was a promising attendance of recruits Colonel Crawford addressed the corps briefly explaining that the drills for the approaching season had been arranged with the view of suiting the convenience of those concerned. He hoped to see good attendances, especially from the recruits; who A crowded reception has been given to should buckle to and render themselves, at Mr Shaw in London. He narrated his least, efficient as early as possible. Orders ill usage in Madagascar and the London for the ensuing drills were then read out, and the parade was dismissed. A considerable number of the absent members had sent reasonable excuses for not being present.

ult. at the Government Civil Hospital, on which had been sent up to Canton for the the body of a coolie named Ah Pochee, who tue of the European residents on Shameen, died from the effects of a blow in the ab were distributed, so that if any attack domen from the handle of a winch, at the is made on the Settlement, the foreigners Hungham Dock, was to-day concluded at will not be entirely without the means to the Magistracy. Mr W. L. Scott appeared protect themselves. A SPECIAL meeting of ratepayers is to be to give evidence on behalf of the Hongkong A conclave of all the Captains of men-ofand Whampos Dock Company. The ac- war in Canton has been held on board the cident was owing to all the coolies, who Swift. A system of signalling was decided Norree was given in St. John's Cathedral were working on the winch lowering a boil- on among the Commanders; and an aron Sunday that during the month of Octo- er, suddenly deserting the handles of the rangement was also come to as to the number there will be no sermon at the evening winch as the 12 o'clock bell sounded and so ber of men each ship would land in a care sending the handles round rapidly in the ofdire need. The Swift was to land twenty other direction. Orders were always given fivemen, the Palosthirteen, and the aggregate to the foreman coolie to stisch a guard was to be one hundred, so that Shameen chain round one of the rollers, so as to would not be altogether unprotected. The stop the revolutions of the winch in the Swift was also to land a gun event of the pressure being taken off the Logan is now on board the Swift, and handles, but on this occasion this precau- the probabilities are that he will be brought tion had not been taken, the foremen not down to Hongkong for detention in Victhinking it necessary. A verdict of excidental death was returned by the jury.

THE S.B. Polyhymnia is to discharge some We learn from a later telegram regarding heavy gons at Shanghai. Two of these weigh about ten tons each, while six others the death of Mr T. H. Mawhood of Shangare about six tons each; they are manuface had. We presume that this refers to his tured by Messix. Krupp, in Essen, for the Chinese Government, and will most likely F. Mawhood, formerly proprietor of the be used for the Yangtze Guard Boats, that Home Repository on the Scooliow Creek. have lately been launched .- Morcury.

THE delivery of the American mail was DR. Doberck, who returned to-day from his trip to the Northern ports, brings the astisfactory intelligence that matters meteorological have a very satisfactory aspect there and that it should be only a matter of time before there is a system of proper observation put into good working order along the coast. It appears that some ten years ago it was decided that the Customa officials at the ports should be provided with suitable lustruments, of English make, for meleorological observations, but that owing to the want of special ists, little or no use has been made of

them. Dr. Doberck went up as far as in tow by the Drac, but the tow line parted Hankow, carofully studying the configu ration of the country. He contemplates vessel. The crew were taken on board the leaving Hongkong this week for Formoss; Druc. The Estoc was one of the oldest where, at South Cape, a self-recording gunboate on the Cochin-China station and station is to be established. To verify the would never have been brought into use instruments, to draw up plain but minute again but for the present exigencies of the instructions, and to train blackvers, will tako some little time, especially when one learns that the new Astronomer has selected A PROCLAMATION is being posted up in the some fifty places for observations, and Chinese quarters of this city, issued by the submitted the list, for approval, to the Viceroy of Canton, warning Chinese sub- Inspector General of the Imperial Maritims jects in Hongkong to have nothing to do Customs. A station is suggested for Hair with the Sam Hap Ui Society, one of the phong also, and with the very continued many semi-political societies in existence observatories already in Manua and Japan, throughout China, and notifying all members a large field of labour is thus marked out, of the society in this Colony that they will and there can be no doubt that the result be in danger of losing their heads if they of collecting, ravising, and publishing, the news thus obtained will be of material use We are informed that the organisation of to the shipping community. Pere Dechevthis society, so far as the members residing rens, of the Siccawei observatory, known in Hongkong are concerned, is more on the for his good works on anemometry, and footing of a friendly or mutual benefit asso- vertical motion of the wind, will be only ciation than that of a political or revolution glad to assist to the best of his power. A THLEGRAM was received here yesterday.

from the office of the E. E. A. & C. Telegraph Co., at Bolinso, to the effect that the American thin Chocorna, Captain Locke, bound from Hongkong to Hollo, was wrecked on Saturday lest, on a reef half way between Balingasdy and Boliuso; one man was drowned and the ship was gradually breaking up. The following additional information, sent from Cape Bolinao at 0.30 p.m. to-day, has been kindly placed at our disposal by the Superintendent of the E. E. A. & C. Telegraph Company: Captain and mate gone to wrock. Name of man drowned, Charles. Vessel struck reef about 8 p.m. on Saturday. Captain and crew landed yesterday morning, after hanging on all night to channels (1) of ship. Sneyd (a clerk in the Company's office) just returned from wreck. He says one side of it has gone, foremast alone standing. At present crew down at village, staying at Don Miguel's house, captain and mate staying here, but at present gone to wreck, and probably will not return till this evening." The Chocorna met with a misfortune in the Mindoro Straits while proceeding from Kobe to Iloilo in ballest, and had to put into Hongkong for repairs. Having been properly repaired, the Chocorna left here for her original destination on the 26th ultimo. This she was fated not to reach, and she is now a total wreck on the coast of Luzon. Her destruction has probably been accomplished by the typhoon which is reported to have been raging on Saturday last to the N. of Luzon.

Rumouss of the wildest and most extravagant hature as to the condition of things in Canton have been flying around the Colony the whole day; but, as will be seen from our Canton correspondent's letter in another column, nothing serious had, up to the time of his writing, happened to the Europeans in that somewhat agitated city. Before eleven o'clock, rumours were floating round that the houses of the Customs' officers on Homani had been burned and two of the Customs officers killed; but it is evident that neither of these statements can be true. In the first place, all the Customs officers residing on Honam removed to Shameen on Saturday night in consequence of the Vicercy having sent a message to the Commissioner of Customs saying that he would not be responsible for the lives or safety of foreigners living in Honson; and, in the second place, the Hankow, which arrived here at five o'clock this afternoon, only left Canton at ten minutes to ten, and she brings no intelligence of any

such an event having happened. On Friday afternoon, before the verdict An inquest, which was opened on the 27th in the Logan trial was given, the arms

toria (inol as soon as practicable. It would have been folly to have left him on Bha-

WE have received a telegram announcing

tive paper on Saturday, stating in effect that, according to advices received from Shanghai. the country all along the Yangieze is ripe for rebellion. As we then stated, this is statement deserving of serious attention if it be true. A paragraph in the N.-U. D. News, received yesterday, corroborates the assertions in the native paper to some extent. Our Shanghai contemporary save :-"A bad spirit prevails not only in th capital but all over the Liang Kuang, whose communities are honeycombed by secret societies, which are founded on, if they do not actually reproduce, the dreaded Triad Associations. The feeling prevalent in the Kuang provinces is distinctly antidynastic, and although we have no facts before us it seems not improbable that there are connections between the disaffected the Liang Kuang and the disaffected in the Liang Hu. The state of feeling in the Liang Kuang certainly greatly alarms the officials of the Iprovinces, who now know that the conflagrations of last autumn in ments used in cutting and carrying away Canton were the work of a secret society. Of course the dispute with France has increased the troubles with which the Viceroy Chang has to cope." . In connection with these statements, the disturbances that occurred recently at Wuchang and Hangehow. which were distinct and unquestionable. risings against the authorities, have to be borno in mind. There can be no doubt that the secret societies are extremely active at the present time in China, and, if a fitting opportunity occurs, the developments the machinations of these societies may assume may be both sudden and startling. The native paper from which made the translation adds that "the energetic preparations for war which are going on both North and South, although they may be estensibly to provide against a possible invasion by France, are really intended to ward off a general rebellion. This is throwing rather a new light on the extensive warlike preparations upon which the Chinese Government seems to have embarked. The amount of credence that may be placed in these native statements we are unable to state; they may be utterly baseless, like a large proportion of the reports that come from Chinese sources, or there may be underlying them a foundation of truth so extensive and important as to cause Europeans to take quite a different capture. view of current affairs in China from what they do at the present moment.

RETURN of Visitors to the City Hall Museum for the week ending 30th Sept. :-Chinese.

European. Monday. Tuesday. Thursday, Friday, .Saturday Totale: 181 Grand Total, 2,708.

THE Saigon Independant publishes the following telegrams

Paris. September 17. made by England, conferences have taken place at Lord Granville's house in London ambassaflor for China in Europe. hope to arrive at an amicable solution. Some battelions of Algerian tirailleurs will leave on 25th Sept., for Tonquin.

A MARINE Board of inquiry was held at Sydney on the 24th July into the circumstances attending the stranding of the steamor Catterthun. It appeared that on the 14th August the steamer left Darling Harbour on a voyage to China. At the Heads she had to wait two or three hours for the health officer and some Chinese passengers, and it was asserted that while doing so the flood tide caught her bow rendering her unmanageable and driving her on Green Point. Watson's Bay. The only injury done was to the forefoot of the vessel, and this caused her to be detained for two weeks. The Board found that the stranding occurred in consequence of the wrongful act of the master in not anchoring, and they cited Captain Binstead to appear before them on Monday next to show cause why his pilot's certificate should not be suspended or cancelled."

Tun & s. Peking, Captain Huermann, which we announced as being in collision with the sailing vessel Mount Lebanon, has arrived at Shanghai from Houghong. The damage done to the Peking is for the most part confined to parts above the apar deck. Her upper plates on the port side for about 30 feet have been bent, and will have to be replaced. All the bulwarks from the mainmast to the stern have been completely carried away. The fore part of her cabin is also stove in, and this has been temperarily provided for by a wooden partition. The damage has been estimated at about \$6.000. Some slight repairs are being effected here. but she will go into dock at Hongkong. The damage to the Mount Lebanon is so great that she will have to be laid up for some time. She is at present at Whampon. Shangkai Mercury.

THE Swedish frigate Vanadis is expected in Highness Prince Oscar, second son of the de paissean. The Panadis, which is commanded by Commodore O. Lagerberg, a very distinguished officer, leaves Carlakrons foreign country, instead of resorting to the the 1st December, probably for London, questionable mode of attempting to prove it and gave a few examples from your law whence she will proceed to Brazil and Le | by the evidence of captains of ships, the pilot Plata, passing the Straits of Magellan as far and ownificate not upon oath, but the certias Valparaiso. She will then go to the ficate certainly of a bigh official in Saigon Sandwich Islands, and come to Hongkong, forwarding the text of the French law Hongkong as compared with the severity of calling at Japan on her way. The ship's which he certified to be in force in Saigon commission is for eighteen months. A and which there was no ground for believ ementific expedition will also come out by ing was theoreet. If the respondents anher, and an Inspector of Consulates, com- swer had definitely stated their defence. missioned to make a report upon Swedish | they might have compelled the promovants commercial interests abroad. There has to reply, and that reply would have had not been a Swedish man-of-war in these either to have admitted, or taken issue waters since 1855, -N. C. D. News.

CORRESPONDENT of the China Mail, pelled to decide the question that the evid of formation in the Colony, contrasts the of Saigon, pilotage was compulsory, that a cost thereof with the cost of the Shanghai | pilot on going on board takes complete | locality. The Consuls and Muncipal

ance of the quality of the machine which this occasion, and that he was actually in was supplied to the Shanghai Company, charge, commanding the ship at the time That triumph of American mechanical skill and immediately before and after the collihas swallowed up more than the 7.000 or sion, and from and before the time there 8.000 dollars more than its cost which is to was any risk of a collision. This would be paid for the Hongkong machine. Hence have absolved the owners of the Athol Hongkong Company says that the patent, the point because he had been advised by system which they purpose to adopt has the mutical assessor who sat with him on been introduced here with most satisfactory | the hearing of the case, and he was of results. Intending applicants for shares in opinion that the pilot's orders in respect the new Company had better make some of the working of the engines, for some enquiries on that point from friends here before making investments. -N. C. D.

A very important capture has been made down the river by a native detective. It is well known that for years past the Telegraph Companies have suffered most serious losses from the frequent cutting of the cables between Shanghai and Woosung. It appears that the materials of the cables are sold to native metal-workers, who manuncture the steel wire into nails and the copper into various utensils. The detective succeeded in seizing a boat having in it two fishermen possessed of various impleportions of the cables. The men were brought up to the Mixed Court and charged before Chen and Mr Hans with the robbery and wilful damage, when they admitted having sold twenty piculs of cable for \$2.40 per picul. But the importance of the capture consists, not so thuch in the bringing to justice of these two offenders, as in the light which it has already thrown and is likely to throw upon a systematic course of robbery which has entailed losses of many thousands of dollars on the Great Northern and Eastern Extension Telegraph Companies. The captured men have already given information as to two other boats and eight other fishermen engaged in the nefarious business; and enquiries have led to the discovery of 200 piculs of cable at a shop in a village called Tong-ka-jao, on the Pootung side of the river, between this and Woosung. Mr Haas considered the case of such importance that he remanded the prisoners in order that the matter might be reported to the Senior Consul and the Taotai, and that the two companies might communicate with the Consuls of their respective countries. England and Denmark. At the same time the Taotai was requested to despatch a gunboat to Tongka jao for the purpose of seizing the stolen cable and arresting the persons concorned in the systematic robbery. Representatives of the Eastern Extension and Great Northern Telegraph Companies went into the city and had an interview with the Taotal, and a gunbout was des atched to Woosung for the purpose of arresting the culprits. The gunboat had on board the Municipal police detective who made the original arrest, and several officers of the Paotai : but it is feared that the thieves and receivers have had notice of their approach, and that some of them will evade

SUPREME COURT IN ADMIRALTY. (Before Sir G. Phillippo, Chief Justice.) Monday, Oct. 1.

BENALDER V. ATHOL.

noon, his Lordship said the suit in this case

In giving judgment in this case this fore-

was in respect of a collision which took place between the steamships Athol and Renalder in Soigon river. The Benalder was lying at her moorings when she was run into by the Athol. No attempt had been made to show that the Benalder was to blame in any way, the sole defence set up at the hearing being compulsory pilotage, or, in other words, that the owners of the Athol were relieved from all responsibility because they had been com-In consequence of the offer of mediation pelled by the law of Saigon to take a pilot on board who was, by French law, empowered to take charge of the ship, and between M. Waddington, ambassador for was so in charge when the collision co-France at London and Marquis Tseng, the curred. This defence was not distinctly raised by the pleadings, and his Lordshi thought if the answer had been objected to, the above defence would probably have been struck out, and the answer would have had to be smended. The promovants however, made no objection to the answer, nor did they reply, and indeed upon the hearing, it was found that the case had been set down for hearing in an incomplete state, the parties not having expressly declined to write further as provided by the rules, nor was any concluding act entered into as was also required. He might therefore have disposed of the case on the ground that the defence of compulsory pilotage had not been properly raised on the pleadings, but this he should have een unwilling to do unless he had found ne was absolutely obliged to do so. With regard to the evidence us to the law of Saigon it was laid down by Dr. Lushington in the case of the Peerless v. Lush, page 41 of Lushington Admiralty Reports, vol. I., had a compulsory pilot on board yet that that in matters of evidence, attention had to be paid to the great distinction which prevailed between the description of causes which came under the cognizance of the Court of Admiralty and those of other in favour of the Benulder against the Alled Courts. The cases over which the for the damages sustained by the Benalder, Court of Admiralty exercised jurisdiction poourred in all parts of the world, on the high seas and in remote places, and in order Registrar. to carry the well known and confirmed principle of levato velo into effect, the Admiralty Jourt was accustomed to receive evidence which would not have been admitted in other Courts. For instance, attidavite sworn almost in every way, before justices of the peace, commissioners in clearing and a orth, even evidence not on oath, were admitted. So, from the necessity of the case. all parties interested were, contrary to the laws of other Courts, at the time, admitted to give evidence in causes of collision. salvage and others. Since that judgment. however, the question has been answered in other Courts, more particularly in the House of Lords. There could be no doubt that the proper course was to obtain the the city and suburbs like wild fire and evidence of a skilled witness or witnesses. and where possible, to have such witness of witnesses produced at the trial. In the these waters next year, with His Royal | case of the Margaret Moxham, where a commission to examine witnesses in Spain as to the law of Spain was refused. In this case. King of Sweden, on board, as lieutenent. his Lordship saw no reason why the impugnants did not avail themselves of the tive papers supplied their readers with a

legitimate mode of proving the laws of

upon, the law of Saigon. His Lordship

thought that probably if he had been com-

ence objected to was rightly admitted, and

if he had he would have been justified in

coming to the conclusions, that by the law

WE published a trapslation from a local na- ice machine. He writes in perfect ignor- charge of the ship; that the pilot did so on Council saw the need of extra vigilance and a mote was sent round early in the afternoch, informing residents that they could be provided with arms and automation; on applying to the British Consulate. Over 20 in a great measure the present market from any liability if the pilot's orders rifles were handed out, the majority of the value of the shares. Tis. 45 on Tis. 100 had been duly carried out. But it was residents being already in possession of The prospectus of the new innecessary for him to give any decision on firearms. A largely attended Council. war was held in the Club Library at 9.30 p.m. presided over by Mr. A. T. Duval Baron Von Ketteler was placed in command of the volunteers and defensive arrangereason or other, were not promptly obeyed. His Lordship then read over parts of the ments were made in case of an attack. avidence and commented on the same. If Patrol parties were told off to do duty he said, the Athel left her anchorage about 7 o'clock, and, the Benalder was then a mileround the settlement during the might up the river, as was stated, it would have (Saturday) and again last night. Everthing taken a little over 17 minutes to have got mas ready on board the gunboats and landun to her, the Athol going at the rate of 34 ing parties from the different vessels hadknote per hour, the speed given by the Captain, and it was possible that the collision positions on shore marked out. might have happened under the circum-House boats were also in readiness to take stances described in the answer if a little allowance were made as regards time. off the foreign residents living down the f the times given; in the engineer's log were correct, viz. that the engines commenced working at 9.10 p.m., and stopped Of course no trouble came, nor is there at 9.15 p.m.; and then went easy astern. any serious approhension of any danger to half speed astern and full speed astern, immediately after the other, it seemed impossible that any collision could have occurred if the Benalder was a mile ahead when the Athol started, as even if she

the settlement with our present fleet gunboats, and a German-gunboat expected in a day or two. The Polos alone, I hear, has guns that act like moving mawas going at the rate of 34 knots an hour. chines upon mobs. The tragic and comic which seemed somewhat excessive for the speed "easy shead," she must have been elements of our life here just now are very fully two-thirds of a mile distant from the strangely blonded. We were told on Satur-Benalder when the order to stop was given. day night that the fog horn would be blown t was, therefore, important to ascertain what time the Athol left her moorings, at on Sunday morning at 10 o'clock that the hai, Gutziaff, Nagasaki and Wladiwostock for removal. Acts such as those cannot be what rate of speed the was going, at what | community might know the sound theretime the respective orders were given, and of. Notice was sent round to the reat what time the collision occurred. After reading the statements of the various witbe startled. Some of us ignorant ones nesses as to the times, his Lordship said lie conclusion he came to was that the looked forward to the appointed Athol got up her anchor about 9 o'clock. and that she commenced to go up the river ing blast was expected to be heard reverat 9.5 as the chief officer of the Athol said. The Benalder was distant about berating through the Western suburbs. mile up the river. The chief engineer stated, in his log-book, that the order What was our surprise about 10 o'clock to to stop was given five minutes after they see a person passing along with a bellowsstarted, and so did the second engineer. In his evidence the chief engineer said it was from seven to ten minutes and that he ble sound, like unto the bleatings of an exthought the steamer was going a little piring ram! Half the community did not more than three knots an hour. Taking it at hear any unusual sound whatever. The three and a half knots, as the master said it effect upon those who did was very ludiwas, it would have taken them without any stoppage till 9.23 before they got up to the crous and the for horn as a note of alarm is Benalder, and yet they said in their proli pronounced a failure. minary act that the collision took place at 9.20 notwithstanding the stoppage. The pilot must have been mistaken in considering

Hankow.

they were only going two knots, as it would

have taken them until 0.35 to get up to the

Bualder without stoppages, and the colli-

sion must have occurred some minutes be-

fore that time. He was inclined to think.

that the rate of speed was three knots. as

the ship would have reached within 350

yards of the Benalder at 0.19. Whether

three or three and a half knots was a speed

justified by the order "casy ahead." his

Lordship was not prepared to say, but it

2 km .ts. His Lordship thought, and he was:

must have had unon her, and considering

her would not alone have prevented a colli-

sion, but he thought and he was so advised.

that if the order casy astern, as given by the

pilot, as the master stated, when the Athol

was from 300 to 325 yards distant

from the Benalder: had been promptly

obeyed, the collision could not have oc-

curred. The evidence on the port of

evidence of those who were on deck, and

one could arrive at no other conclusion than

either that the messages were not properly

when transmitted. With regard to the

contention of the impugnants that the pilot

should have stopped the ship when the

master advised him to do so, his Lordship

said in the first place he was not clear that

even if the master had given any advice the

nilot heard or understood it. He was in

charge of the ship, it was at a rather cri-

was more occupied in attending to his bu-

siness than in considering what any one

was saving to him at the time in a foreign

language; and in the next place the pilot

was accustomed to the river, constantly

taking up and down ships, and, his Lord-

ship presumed, turning them. With re-

gard to the point that if the engines

were not reversed in time. it might have

that defence had not been set up in the

pleadings and proved. In the result, his

Lordship held that the Athol was wholly

the collision did not occur through any de-

ship. His Lordship therefore pronounced

The damages were to be assessed by the

Mr.J. J. Francis and Mr. H. M. Baily

instructed by Messra Sharp, Toller and

Johnson, appeared for the promovants; and

Mr E. Mackean represented the Attorney

appeared for the impurpants at the hear-

ing, and who was instructed by Mesars

Canton.

(From our own Correspondent.)

Monday, Oct. 1

Brereton. Wotton and Deacon.

countrymen a great service.

The people in the streets are very ex-

reached us on Saturday. The Customs'

officers living on Honam were threatened,

houses would be burned down that night.

I hear that the Vicercy himself requested

that the men should be removed to a safer

been caused by inevitable accident.

could not be reconciled

Rumours have apparently reached you thout an expected rising here and at Wuchang on the part of the White Lily conspirators. They have been much exaggerated, though by no means baseless. The following gives the true state of the ly the heavy river cable was wilfully injured

antiquity, -which worships (Heaven) influence over their followers the loaders have given out the approach of a time when both they and their adherents would reparations had been made for a vising or that there was the slightest possibility of success had they unfurled their banners and declared that the day of vengeance was

transmitted to the engine room or that they at hand. were either unnoticed or unattended to After a week or so of groundless panic, and fifth of whom were probably quite innocent. the excitement died away, and it was given out that the outbreak had been postponed till the 8th moon. This date arriving in due course and the attention of the public being drawn to the old ramours by the appearance on the scene of six prisoners tical period, and it was quite possible he who had been arrested in Honan for supposed participation in the plot, a report was soon diffused that the great event was now really going to happen, and the Midautumn Festival was naturally pitched on as the date: However the 15th has come and gone without any signs of a disturhance, and we one is much the worse though the Tue-thi and other high officials were kept for several hights out of their beds solemnly parading the streets in their sedans. The troops also were kept under arms, and the Fire Brigades continued to blame for the collision, and although she woodwork lest it should be set fire to. timid neonle were alarmed : revolvers were carefully leaded, and the Consuls and fault on his part, but was caused by some authorities generally were abused Jecauso default on the part of the officers of the there was no gunboat. . Then the rain came, and calm once more prevails. Of the six prisoners above referred to.

one; on being interrogated, promptly doclared that he was one of the heads of the conspiracy, and that he rejoiced in the title of the Northern King; further, that he was nunreine in this part of the country, and had many tens of thousands of troops ready to rise at his command. Whether he was I Telegraph Company's cable to Fouchuw and a lunatic and imagined all this, or whether General (the Hon. E. L. O'Malley), who he spoke ironically, is not known; but he has since lost his head. Against the others there appears hitherto to have been no evidence. A coolie in the Indo-China Navigation Co.'s employ was also denounced by an anonymous informer as a local-leader of the movement, but though promptly arrested nothing more suspicions has been discovered against him than that he has The result of Logan's trial has apread in day at ten o'clock. At first two squares of lack energy. There is no doubt that there | Those who were floating or swimming about greatly exasperated the Chinese. They do linen, cumningly embroidered and supposed is much in favor of the Russian view of the lin the river were picked up by the tugs and not understand English law and cannot be to be badges of office, found in his posses case, as the few inhabitants of the islands row boats that came to the rescue. Three sion, were regarded as full evidence of his to the north are almost entirely dependant | bodies were also brought in by boats. Mrs. made to understand that the most irrefragible evidence of guilt are required before be of barbarian origin, being used as table their means of livelihood, the skins being known man, whose body was taken to the a man is condemned to death. If the na- ornaments by his barbarian employer, and collected at specified times by the Alaska Morgne. A boy, whose identity has not little information on English criminal law to the authorities has equally failed to times-a monopoly of the fishing. Upbring out details of the plot. The con- wards of eight years ago a natice was issued spirators were said to be hidden in large forbidding whaling vessels from tishing of United States fishing vessels which or court reports of the leniency of English jurics in dealing with Chinese criminals in the statement being investigated the pre- from landing without permission, and since on the Great Banks Sunday last. A rate mises were found to be in the sole and the advent of the fleet of sealing vessels rose from the eastward at 8 A. M. when a native tribunds, they would do their fellow it was sourcely worth while decapitating has been supplemented by mother one, overhauling the travis. Capt. Hillier reports cited and the most alarming rumours dingly instituted, but nothing was found vessels from fishing absolutely, at certain bark lost four dories and all the crews. there except a pork chop and half-a-dezen places, and at others without the license. It is computed from all sources of informasweet polatoes. Every one however is on of the Governor General of Eastern Sideria, tion that one hundred dories and eighty and some of them were told that their

Tientsin. The Chinese are languidly driving piles and casting baskets of earth into the brea in the river bank, while the great volume of water is still pouring out on the S.W. plain. undermining the rampart, flooding hundreds if not theusands of acres of land, and causing untold distress.

Fortunately the flood came late, and most of the kaoling was well hended and almost ripe, so that most of the peasantry will have the staple food in sufficient quantity to prevent starvation. But distressing account reach us of houses down, and people huddled together on their ruins or other small elevations, and on the roofs of buildings still standing, in mat sheds or under mat awnings the pigs tied together and then tied to a stake or a door-nost to keen them . from swimming or drifting away. villages are half in rains, and the streets turned into water ways. As the winds are beginning to blow, and the cold weather taken to Vladivostock, where she now will soon be on us. the suffering must, remains, and her crew are detained as Most of that caused by the break above.

reforred to, could easily have been prevented by a little timely care, vigorous effort. and the expenditure of a small sum of

The British and French Ministers arrived unusual disturbance in our dull villago.-N.-C. D. News.

THE GREAT NORTHERN. TELEGRAPH.CO. Mr. Henningsen has handed to the N.

C. D. News the following paper for publica-The duplication of the Great Northern Telegraph Company's cables between Shang has been successfully completed. The total defended, and naturally provoke reprisals. length of the duplicate cable is 1,204 nauti- We do not mean to insignate, for one cal miles. From Shanghai to Gutzleff 60 sidents on Canal Road lest they should miles, from Gutzlaff to Nagasaki 427 nules. and from Nagasaki to Wladiwostock 767 miles. The cable has been manufactured and laid by the Telegraph Construction with curious interest. A deafening howl- and Maintenance Company of London, the most celebrated cable manufacturors in the world, and is constructed on the latest and most improved electrical principles and of such a type as the Great Northern Telcgraph Company's long experience in Eastern waters have made it advisable to employ. like apparatus and to hear a scarcely audi- The conductor consists of twisted copper wires weighing 180 pounds to the mile. The insulator is gutta-percha weighing 200 nounds to the mile. The outer protective coating is made of stranded steel and iron wires, the deep sea cable weighing alto accepted the invitation to attend the Congother 2 tons per mile, the shore ends 10 | ference here shortly, to discuss the question tons, and the lieavy river cable, laid between Woosung and Gutzlaff, which contains three conductors, not less than 10 tons to the mile. The cable has been laid by the Telegraph Construction and Maintenance Company's Ships the s.s. Scotia and the s.s. Seme under control of the Great Northern Telegraph Company's engineers. The laying of the cables from Wladiwostock to Gutzlaff was completed without hitch of any kind, but unfortunate-

by Chinese, 19 miles below Woosung, the Some months ago a panic prevailed here very day it was first laid, and the repairs with regard to an expected outbreak of have been both difficult and costly, as the certainly seemed to have been a rate which some religious sect spread throughout this cable was found so deeply imbedded in the the pilot did not expect as he appears to province, Shantung, and Honan, and a mud a few days after, that it proved to be have assumed her rate would not exceed | number of heads of supposed conspirators | most difficult to rouse it out, so as to get at were cut off. So far as I could make out. The damaged parts. The repairs were so advised, that with the way the Athol however, the plot existed chiefly in the therefore not completed till the 22nd inst. imagination of the mandarine and people. when the entire cable from Shanghai to she was deeply laden, that the order to stop. But there is a sect which professes to desire Wladivostock was handed over by the Conthe return of China to the pure faith of struction Company to the Great Northern Telegraph Company in perfect electrical condition. According to the agreement and whose members are much exercised between the two Companies the Construction at the corruptions of these later days; and Co. guarantees the cable for thirty days. it is quite possible that to increase their after complet on, for which purpose the s.s. Seine will remain that period in China or Japan. The total cost of the duplication is upwards of £300,000. The Great Northern and as the China and Japan traffic will be distributed between the lines, the northern route will offer special facilities as to speed and safety. The Great Northern Telegraph Company's system consists of two cables from Shanghai to Władiyostock where the the execution of about a hundred people, a Russian landlines are joined. These run for a distance of 6.6 5 miles in a line nearv due east to west through Asiatic and European Russia, passing among other cities Stretinsk, Irkuterinenburg, Kasan, Moskow and Petersburg, to Liban on the Baltic, where they again join the Great Northern Telegraph Company's cables to Denmark, and from thence by | ted on being transferred to the tug. two cables to Newcastle on Type and Peterhead in Scotland. From Newcastle the Company work their own landlines

> London to Shanghai is ordinarity retransmitted about twenty times from station to station. The Russian Government at all the head stations employ Danish operators for the Japan and China traffic. When the Company's two old river-cables, which have been lately wilfully out by the Chinese, are repaired, there will be very little fear of it ever again hannening that Shanghai is cut off entirely from communication with the world, as the Company different cables to Gutzlaff, and thence two distinct lines, all the way to London: the new cables having, of course, been laid at such a distance from the old ones that an accident to one will not affect the other, whilst the route to Hongkong and south is covered by the Great Northern Telegraph Company's cable to Amoy and Hongkong, and by the Eastern Extension Hongkong.

direct to London, which they rent from the

British Government. A telegram from

SEIZURE OF ONE OF THE YOKO

HAMA OTTER-HUNTING FLEET. (Japan Heruld.) The Russian Government seem at last to be taking steps to protect their seal and sea | and the pilot-house snapped like a pipe-stein otter tisheries in the north. Whether in and toppled over into the water. About ternational law will bear them out in all fifty people lost their lives. Some were been for some years in the habit of leaving the steps thus taken, we must leave the blown into eternity, and others met their the godown where he was employed at four Powers interested to decide, but the me- deaths by being drawn down with the whirlthe afternoon and not returning till next asures now being enforced certainly do not | pool caused by the sinking of the vessel. complicity; but alss! they turned out to: on the produce of their seal fisheries for Sisson of Tarrytown, N. Y., and an tinknown in the barbarian tongue by the name | For Company, who have-like the Hudson's | vet been ascertained, was also taken to the of doyleys. The other information given Bay Campany in North America in former Morgue, numbers in the Examination Hall; but on within three miles of the shore, or even rived here last night report a violent storm. undisputed possession of three cats, whom which now sail yearly from Yokohama, this hundred dor es were away from the Vessels Another place was indicated as being in which was issued from the itussian Con- scores of duries were turned unside down. use by the conspirators as a storehouse for sulate here in November, 1881, and was and wreckage was strewn in every direction. provisions. A rigorous search was accord published in the newspapers. This forbids, along his track coming westward. A French the slert, and by and bye you will no doubt and vessels breaking the regulations are men were lost in the storiu. Most of the hear of the dreadful rebellion that was liable to scisure and confiscation, either by dories were swoot by waves from the Ki suppressed by the vigilance and energy of men-of-war, or by certain merchant vessels schooner decks, and the remainder collapsed Achilles. the authorities, who will be recommended ion board of which military detachments in the sea. for promotion in recognition of their services | would be placed. It is doubtful, however, to the State at this momentous crisis. - whether much attention was ever paid to these notifications, and last year the crew Canal is being mushed forward with great Ajax (a)

of an American schooner, the Diana, was lenergy. The total number of workmen is fired upon, and some of her men kalled. whilst intelligence has just been received at the Consulate of the seizure of an English proving daily. Although this is not a vessel the Ciome. It appears, from information from the captain, that the schooler, on board of which was one of the owners, of cases of the Canal working does Mr. Snow, landed some men on Behring Island for the purpose of taking scals. of the excellent steps of precaution taken The fishing party were, however, driven off by the company. There is little reason to by the natives, leaving one of their number. the second mate and hunter, in their hands. Next morning one of the armed steamers mentioned in the notification, hove in sight, sent an armed party on board. and took ont of her all her catch, her rifles, and fishing gear, and ordered her to proceed to Petropavloval. Under these circumstances the Otome was making her way to Petropavlovsk to enter protest, when another of the cruising vessels came in sight, and seizing the schooner towed her into harbour. She was afterwards

prisoners. These are, we understand, the facts as reported, and there will no doubt be an enquiry into the matter, but prima facie, the Russians have right and justice on their side. The Otonie was fishing in Russian territory-presumably without a licenseand was therefore liable to seizure and confiscation. Besides the actual facts admitted on the present occasion, the Russian authorities have, we understand, evidence of other acts, which would be looked upon as piracy, more especially on one particular occasion, when a number of the ofter hunt ing vessels joined together, and after landing about one hundred well-armed men; over-awed a small party of Russian soldiers who were on an island, and then proceeded to break open a godown, and carry off the skins which were stored there in readiness monent, that the Otome was mixed up in any such proceeding as that alluded to, her owner is too well known here. But there is no doubt that she was acting illegally, and even the plea of want of knowledge of the law, would not be valid in any court in Christendom.

ARRIVAL OF THE AMERICAN MAIL

The Pacific Mail steamship City of Pcking arrived here this afternoon with untils from

San Francisco up to the 4th September. Melbourne, August 23. -Ten colonies have of the annexation of New Guinea and other islands of the Pacific.

London, August 26 .- A collision occurred at three o'clock this morning off Eddystone light in the English Channel, between the French steamer St. Germain: from Havre for New York, and the steamer Woodburn. from the East by way of the Sucz Canal The Woodburn immediately sank and cighteen of her crew were drowned. The St. Germain was disabled, but arrived at Plymouth and landed the passengers saved from the Woodburn. The steamer foundered three minutes

after the collision. It was a fine starligh night and the sea wilm. The Woodburn was being towed. Sb. was struck on the starboard quarter. There was no time to lower her boats, and but eleven or the persons on board were saved. Those drowned were sucked into the vortex caused by the sinking of the steamer or became entangled in the wreckage. The St. Germain's bow was completely staved in mid she lilled with water. The greater portion of her passengers were transferred to a tug boat. The Germain had 462 passengers aboard, including 50 mon on their way to Texas, and a crew of 122 persons. The captain of the St. Germain, finding the water pouring into the fore-hold with fearful rapidity, ordered the engineers as to the time when the be the ruling powers in the Empire. But Telegraph Company now command double a sail to be rigged over the damaged portion different orders to stop, to go easy astern, there is no evidence to show that any real lines all the way from Shanghai to Europe, of the vessel, in order to check the rush of The officers of the Germain sighted the tugbont Recovery, which was towing the Woodburn, at 2.30 a. m. and thinking she was the only vessel near, the St. Germain's helm was ported in order that the steamer might go under the tugbeat's stern. They had no idea there was a ship iff tow. The St. Germain will go on the dry dock for re-

From the marks on her bows it is apparent that she went right through the Woodburn, literally cutting that vessel in two. A panio ensued on the St. Germain after the collision, and her passengers insis-London, August 26 .- At the conference

of Irish members of Parliament held last night, a programme was prepared for the Convention of the Irish National League of Great Britain on September 27th. The programme demands self-government for Ireland and for direct representation of the Irish labouring classes in Parliament. New York, Aug. 28 .- At about ten

minutes to 4 th s afternoon people who were in the neighbourhood of the foot of Four teenth stro t and North River were startled by the sound of an explosion coming from the direction of the river. Looking out in midstream they saw the Hudson river stoamer Riverdale enveloped in tenm. than six minutes afterwards she heeled to the side and capsized opposite Sixteenth street, she having floated that far. Instantly about 15 different tug steamers from the city and Hoboken went to where the sunken vessel lay. There were over 100 passengers on board the Riverdale when she left the foot of Harrison street for Haverstraw. Some of these were hurled in the air and then fell back into the water. Others were compelled to jump into the river to escape the hissing scalding steam that filled all parts of the vessel, or to avoid going down with her.

The cause of the disaster was the explosion of the boiler, which was amidships. Whon the boiler burst, the air was tilled with flying debris and broken woodwork.

DESTRUCTIVE GALE OF NOVA SCOTAL St. Johns. N. F., August 31st - A fleet

WORK ON THE PANAMA CANAL. Penama, Aug. 31 - Work on the Panama | Samedon (s.

over 10,000. The sanitary condition of the working people is very satisfactory and imhealthy season of the year and sickness in i amin a liself is heavy, still the percentage not exceed four per cent. in consequence doubt that the commany will complete the Canal within the next five years.

SHAW'S COMPLAINIS. London, Sopt. 1 .- The steamer Taymon'l. Castle, from Tamatay, August 9th, via Mauritins, has arrived at Durban with a Among them is Shaw, the English missionary, imprisoned by the French in Madagascar. Shaw complains bitterly of his treatment on board the flagship Tonmouth Castle. Ho was forbidden to communicate with the shore at Tamatay. The French Consul's account of the engagement in which the Hoyas were reported defeated are declared unreliable.

Messis. J. L. Thompson and Sons. of North Sands Shipbuilding Yard Sunderland, have completed a new and handsomely furnished screw steamer for the Austro-Hungarian Lloyds Steam Navigation Company, of Trieste. Her dimensions are : Length 310 feet; breadth 42 feet, depth of hold 27 feet 3 inches. She is built in the spar-deck style, of the highest classification it Lloyd's, and in some respects is in excess of their requirements. The engines have been built by Mr. John Dickinson. of Sunderland and are of 300 nominal horse power, the cylinders being 40 inches and 76 inches respectively, with stroke of 48 inches. The boilers are double ended, having twelve furnaces, and are made of Siemen's steel tested to a pressure of 160 lbs, to the square inch. She has been named the Thisbe. In a run from the mouth of the Tyne to the Longstone. Lighthouse on the Farne Islands and back again, she made over twelve knots an hour; speed which was in excess of what was guaranteed, and gave complete satisfaction

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points, N., N.N.E., N.E., &c. Force of Wind. O calm. I to 3 light breeze, B to 5 moderate. 5 to 7 fresh. 7 to 8 strong. 8 to 10 heavy. 10 to 12 violent. STATE OF WEATHER -B Clear blue sky. C. Cloudy. D. Drizzly. F. Fout. G. Foggy. H.

P. Passing showers. Q. Squally. It. Rainy. S. Snow. 7. Thunder, U. Bad. threatening. V. Visibility. W. Storm. Z. Calm. The letlers are repeated to indicate aby increase over the mean average of their richification. Rain .- The hours of rain for the previous 24 hours (nonn) are registered from I to 24 and the quantity of water fallen indicated in inches.

> Shipping Intelligence. YESSELS TO ARRIVE.

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1. From Green Island to the Gas Works.

2. From Gas Works to the P. and O. Co.'s Factory.

SHIPPING IN CHINA, JAPAN.

THE CHINA REVIEW.

BI-MONTHLY, TENTIL YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of " Notes and Queries on China and Japan," has reached its Tenth Volume. The Review discusses are charged as double, troble, &c., as the those topics which are uppermost in the! minds of students of the "Far East" and about which every intelligent person con- Newspapers must not be folded together as nected with China or Japan is desirous of one, nor must anything whatever be inserted acquiring trustworthy information. It in except bond fide Supplements. Printed cludes many interesting Notes and original matter may, however, be enclosed, if the Papers on the Arts, Sciences, Ethnology, whole be paid at Book Rate. Prices Cur-Folklore, Geography; History, Literature, rent may be paid either as Newspapers or Mythology, Natural History, Antiquities, Books. and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new do- the character of an actual or personal correparture has been taken, and the Review now spondence, such as invoices, deeds, copied gives papers on Trade, Commerce, and music, &c. The charge on them is the same Descriptive notes of Travel by well-known as for books, but, whatever the weight of writers. It was thought that by extending a packet containing any partially written the scope of the Review in this direction, paper, it will not be charged less than 5 the Magazine would be made more generally

usoful. attention, and endeavours are made to may accompany it with a Return Receipt present a careful and concise record of on paying an extra fee of 5 cents. Literature on China etc., and to give

Mail Office." The Notes and Queries are still continued and form an important means of obtaining it from and diffusing among students know-

ledge on obscure points. The Correspondents' column also affords Original contributions in Chinese, Latin,

or any of the Modern Languages are re-The papers are contributed by the members of the various Consular, the Im- guese and Spanish Colonies. perial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assidnously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Brotschneider, Hirth, and Hance, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, and Piton, -all well-known names, indicative of sound scholarship and thorough mastery of their subject. The Subscription is fixed at \$6.50 per

annum, postage included - payable in ad-Orders for binding volumes will be promptly attended to; Address, "Managor, China Mail Office.

OPINIONS OF THE PRESS. "All our learned societies should subscribe to this scholarly and enterprising Re- Patterns, 2 view."-Northern Christian Advocate (U.S.)

cellent table of contents."-Celestial Empire. 10; Newspapers, 5; Books and Patterns, 5. "The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbors."-Celestial Empire. "This number contains several articles

of interest and value."-North-China Herald. "The present number of this periodical, * * * * opens with a review of the Foreign Trade of China during 1880. This is rather a new departure for a publication which professes to be purely literary; but considering the comparatively small circulation it enjoys at present among the commercial communities of China, we hail the innovation as likely to recommend the Review to the notice of those who take an interest in few matters beyond mercantile pursuits."-North-China Herald.

"The China Review for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Goo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting."-North-China Daily News. "A substantial and reliable Review which

all students of China and the Chinese would do well to patronise."-Chrysanthemant. "The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert Victoria will be delivered the same day, A. Giles on "The New Testament in Chi- and generally within two hours, unless the Day Trip \ Peak,\$0.75 each Coolie. sarily be of great importance in the eyes | Mails. of all missionaries. . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a daper of some length entitled "The Emderor Cheng, founder of the Chinese Emdire," which will be read with genuine interest by students of Chinese history.

A few short notices of New Books and a

the number."-H.K. Daily Press. Trubner's Oriental Record contains the following notice of the China Review:-The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years be inserted in such Pattern Packets. upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the

creditable to their respective authors . . . nature of the contents was discovered. Some translations from Chinese nevels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the cleventh 1. Small Parcels may be sent by Post century, Su Tung-p'o, by Mr. E. C. Bowra, at Book Rates between Hongkong and any is not only historically valuable; but is also of the British Post Offices in China, as well distinguished by its literary grace. Benide as to Japan, Macao, Pakhoi, the Straits notices of new books relating to China and Settlements, Ceylon and India. They must the East, which will be a useful feature of not exceed the following dimensions, 2 feet the Review, if carried out with punctuality long, I foot broad, I foot deep, weigh more and detail, we are glad to notice that than 5lbs., nor be smaller than 3 in. by 2 may receive the support necessary to insure is supplied gratis. The Registration of its continuance.

Hongkong Rates of Postage.

(Recised January 1st, 1882. In the following Statements and Tables the Rates are given in cents, and are, for Letters per half wince, for Books and

Patterns, per tico ounces. Newspapers over four ounces in weight case may be, but such papers or packets of papers may be sent at Book Rate. Two

Commercial Papers signify such papers as, though Written by Hand, do not bear

The sender of any Registered Article

The limit of weight for Books and Comcritiques embodying sketches of the Most mercial Papers to Foreign Post Offices is recent works on such topics. Authors and 4 lbs. Patterns for such offices are limited Publishers are requested to forward works to 8 ounces, and must not exceed these to "Editor, Ching Review, care of China dimensions: 8 inches by 4 inches by 2 follows:

Countries of the Postal Union. The Union may be taken to comprise Europe, all foreign possessions in Asia, farther and greater facilities for the inter- Japan, W. Africa, Egypt, Mauritius, all change of views and discussion of various N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Jammica, Trinidad, Guiana, Honduras, Bermuda, Labum, Hawaii, with for the saie delivery of Registered corresponall Danish, French, Netherlands, Portu- dence, but it is prepared to make good the Countries for in the Union. - The chief passing through the Post, to the extent of countries not in the Union are the Aus- \$10, in certain cases, provided :tralasian Group, and S. Africa.

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Local and Indian Purcel Posts

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Books and Papers-to British Offices, 5 lbs. ; to the Continent, &c., 4 lbs. Patterns-to British Offices, 5 lbs. if with-

out intrinsic value; to the Continent,

&c., 8 oz. Indemnity for the Loss of a Registered Article. The Post Office is not legally responsible contents of such correspondence lost while

1. That the sender duly observed all the conditions of Registration required. 2. That the letter was securely enclosed

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4. That the Postmaster General is satisfied that the loss occurred whilst the corresperson not in the employment of the Spartan 8 h Vincent Hongkong Post Office.

5. No compensation can be paid for more damage to fragile articles such as portraits, Thérèse 3 k Lorenzen watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Chair, Jinricksha, and Boat

CHAIR BEARERS. AND BOATS. IN THE COLONY OF HONGKONG. Chairs and Ordinary Pullaway Boats. Hour, 20 cts. Half hour, 10 cts. Three hours, ... 50 cts. | Six hours, ... 70 cts. Day (from 6 to 6), One Dollar.

TO VIOTORIA PEAK. Single Trip. Four Coolies. Three Coolies, 0.85 Two Coolies, Return (direct or by Pok-fu Lam). Four Coolies. \$1.50 Foxhound Two Coolies, 1.00 Linnet TO VICTORIA GAP (TO LEVEL OF UMBRELLA Midge Single Trip. Four Coolies, Two Coolies.

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For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

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Per trip to Aberdeen, from the centre of the Town,... 25,, If an Extra Coolie is employed, there will be an addition of half the above scale to pay. Nothing in this scale prevents private Tamega

Licensed Beavers (each). Hour, ... 10 cents. Half day, ... 35 cents. Day, 50 cents. BOAT AND COOLIE HIRE.

piculs, per Load, ... 2.00 piculs, per Day, piculs, per Load, ... 1.75 3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Day, 3rd Class Cargo Boat or Ha-kau Boat of 300 piculs, per Load, ...

or Pullaway Boats, per Day, ... \$1.00 Kiang-ping One Hour, Half-an-Hour, ... After 6 P.M......10 conts extra. Nothing in this Scale prevents private Powan

3rd Olass Cargo Boat or Ha-kau Boat of

300 piculs, Haif Day, ...

STREET COOLIES. Scale of Hire for Street Coolies. One Day,33 cents. Half Day One Hour, Half Hour, 3-- Nothing in the above Scale to affect

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections. 5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to the Pier.

3. From P. and O. Co.'s Factory to the Harbour Master's Office. 8. From Pier to East Point. 4. From Harbour Master's to the P. and O. Co.'s Offico. Destination. Flag and Tons. Consiguees or Agents. Remarks. Captain. Vessel's Name. Rig. Steamers Cos tan Dock Activ Dan. 366 Sept. 21 Douzlas Lapraik & Co. Costan Dock Albay Goddard Brit. 783 Sept. 29 Siemssen & Co. Atalanta 3 c Pfaff Ger. str. Sept. 15 Tung Kee & Co. To-day Canton Brit. Sept. 29 Thos. Howard & Co. C. T. Hook 3 c Jarvis Brit. Costan Dock Aug. 30 Arnhold, Karberg & Co. Saigon K'leon Dock Esmeralda 5 h Wright Brit. 1003 Sept. 30 Melchers & Co. Tug Plying ***** FameBrit. Sept. 29 Messageries Maritimes Yokoliama Godavery 5 edu Temple Fch. str. 1314 Sept. 23 Gibb. Livingston & Co. K'loon Dock Gravina Echevaria Span. ************** traits and Calcutta 1865 Sept. 29 David Sassoon, Sons & Co. Brit. Japan 5 h Gardner Manila To-morrow Jorge Juan...... 5 h Thebaud . Bombay, &c. To day 1515 Sept. 24P. & O. S. N. Co. Coast Ports quantity sent be so small as to make the Kwangtung 5 h Abbott Brit. str. 680 Sept. 27 Douglas Lapraik & Co. Straits and Calcutta Swatow & Bangkok 859 Sept. 30 Yuen Fat Hong Mongkut 2 h Loff Brit. 894 Sept. 22 Russell & Co. Nelson B c Thom Brit. Swatow. &c. Phra Chula Chom Klao 2 c Lightwood Brit. 48 Nov. 24 China Traders' Insurance Co. 875 Sept. 28 E. E. A. & C. Tel. Co. Sherard Osborn...... 5 c Merrall Brit. str. 47 July 29 Douglas Lapraik & Co. Sin Taiwan 8 h Aostein Brit. str. Sailing Vessels K'loon Dock 1044 Sept. 23 Captain New York 1085 Sept. 21 Wieler & Co. Amer. bqe. Hayre and London 795 Aug. 11 Siemssen & Co. Brit. bge. 23 Gibb. Livingston & Co.

Albyn's Isle 7 c Walden Brit. Charles Bal 2 h Watson Brit. sh. 1431 Sept. 15 P. & O. S. N. Co. Elizabeth Childs 3 k James Brit. bqe. Fortune 2 c Soderstrom ... Siam. bqe. Furness Abbey Marcy Amer. bqe. Greyhound7 c Prescott Brit. H. W. Dudley 5 k Dudley Amor. bqe. Herrmann 3 k Traulsen Ger. bqe. J. A. Borland8 c Kent Killeena4 c Wallace Lothair 3 c Dester Brit. Louisa...... 3 c Schierlach Ger. 3m. sc. Magic 3 c White Newchwang Marie 4 k Thomaschevsky Ger. bqe. Melbrek 8 c Lightbody Brit. Nicoya 7 c Foster Brit. New York Obed Baxter 3 c Baxter Amer. bqe. Now York Amer. sh. Paul Jones...... 3 k Genish Cleared San Francisco Robert Dixon 7 c Young Sarah S. Ridgway ... 2 c Townsend Amer. bqe. pondence was in the custody of the British Schwan 8 c Schröder Ger. Postal administration in China, that it was Sea Ripple 4. c Rickers Br. 3m. sch. not caused by any fault on the part of the Siamese Crown 2 h Jorgenson Siam. sh. Havre and London 31 Arnhold, Karberg & Co. 908 Aug. sender, by destruction by fire, or shipwreck, Silver Eagle 1 c Richards Brit. bqc. 9 Adamson, Bell & Co. New York 1004 Aug. 85 May Amer. sch. Cleared New York Stillman B. Allen 8 c Eldredge...... Amer. boe. Tek Li3 c Buchholdt Singapore 438 Sept. 25 Eduard Schellhass & Co. Three Brothers 2 h Kahleke Twilight 8 c Warland Amer. K'loon Dock Victor Forbes Brit.

Wildwood7 c Sawyer 16 Blackhead & Co. Wrecker 8 h Henderson Amer. lor. Zouave SoperAmer. sh. 1202 Aug. 31P. & O. S. N. Co. Her Britannic Majesty's Ships in the China Squadron.

Amor. bge. 1099 Sept.

Where at. Gwns. I.H.P. Name. Commander Chas. Hicks Nagasaki acrew sloop Nagasaki Captain R. E. Tracey Captain R. G. S. Pasley Albatross 4330 2340 double-screw iron frigate Singapore 2380 corvette Captain H. N. Hippisley Lieut, Com. Tisdail Napasaki 2380 corvette Foochow Cleopatra 465 gunboat Nagasaki Captain Anstruther 2383 corvette Commander F. J. J. Eliott Nagasaki Curação composite sloop Hongkong Daring 360 double-screw gunboat Commander E. H. Gamble gunboat 🕟 Lieut.-Commander Hoskyn Corea Commander John Hope Bangkok 490 double-screw gun-vessel Lieut. Commander McQuhse Shanghai gunboat Chefoo Commander E. Hotham double-screw gun-vessel Commander Chas. R. Harris Nagasaki double-screw gun-vessel Sandakan Lieut.-Com. A. Carpenter 803 surveying vessel Hongkong In reserve 465 double-screw gun-vessel Nagasaki Commander Bickford Nagasaki Captain Fullerton 1370 corvette Commander Wm. Collins Canton double-screw gun-vessel Hongkong In reserve double-screw gunboat Hongkong Commodore Cuming receiving ship Victor Emanuel Lieut. Com. C. Lindsay Chefoo 835 paddle despatch-vessel Hongkong Vigilant In reserve turret-ship Lieut.-Com. G. N. A. Pollard For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Tons. Guns. N.H.P.

Flag and Rig.

Name.

Captain Schanz Vladivostock 1100 Russian aviso The North Captain Lafon French transport Vladivostock Captain Giers 3200 1000 Russian ironclad Nagazaki Captain Koltchau Russian transport Tientsin | Captain McCormack 1375 American sloop Vladivostock Commander Stark 450 420 Russian gunboat Canton : Commander Klausa. German gunboat Commander de Beaumont Tonquin: 1182 4500 French sloop Captain D. de la Batis Hongkong 14 French ironclad Captain Herbig Japan 🐇 📈 3000 German corvette Canton Captain Rouvier French gunboat Commander C. S. Cotton Tientsin: 1100 American sloop Vladivostock: Commander Moltsoff Russian gunboat Vladivostock: Commander Valrondt 400 306 Russian gumboat Lieut. Commander Glidden Canton ... American gunboat Captain Skerrett Yokohama . 2300 American frigate Vladivostock Commander Boyle 400 Russian gunboat Com, Glomsda von Buchholtz Hongkong 2030 German frigate Captain F. da Costa Cabral Canton ... 410 Portuguese gunboat Singapore Commander Heck Russian gunbost Hongkong Tongous Captain Bose 5340 French steel frigate Tourville Hongkong Captain Baur 4170 French ironclad Triomphanie Captain Dewatre 2400 French corvette Villera Tientsin ... Captain Fournier 1300 French corvette Commander Molchonsky Vladivostock Russian gunboat Corea Commander von Raven German gunboat For Foreign men-of-war actual measurement, tonnage and nominal horse powers are given.

CHINESE GUN-VESSELS IN CANTON HONGKONG. MACAO AND CANTON RIVER WATERS, &c. STEAMERS. Commander. Name. Lin Kuo-ch'ang An-lan Tong Po-che Che-an Chinese 30 J. Stewart Butterfield and Swire Ogston Chinese Chien-jui F. Beward H., C. & M. S. boat Co. Honam 150 Wang Today sheng Chun-tung Le Tack-ming H., C. & M. S. boat Co. ****** Chop-chang Benning, T. ***** Chop-sai Wante Land Str O. M. S. N. Co. Tei-vuen Wu Jui-ch ang 20 Hai-ch'ang-ching Ch'an Lisna-chiek 139 Hai-king-ching H., C. & M. S. boat Co. 159 Goggin Hai-tung-hung 7 H. J. Faunch H., C. & M. S. boat Co. Huz-shan 1890 Hoyland 20 Chinese Ohang Sung **662** Peng chou hai H.. C. & M. S. boat Co. 280 Benning, White Cloud Li Ping-tye 120 Sen Tsung-t'ai H., C. & M. S.-boat Co. J. B. Murray 160 40 Chinese Admira 120 Wen Lin-an 40 100 Tehing-po Chinese * 180 20 Ohinese ...

PHILIPPINES, AND SIAM WATERS. WHAMPOA Mount Lebanon Brit. bkte. CANTON. Brit. str. Brit. str. Shanghai in port on September 22, 1883.

Anna Bortha Anna Dorothea Ger. bqe. Ger 3m. ac. Bangkok Annie Siam, sch. Bangkok Confucius Faugh Balaugh Ger. Sm. sc. Br. Sm.sch. Newchwang Formosa Ger. bg. Br. 3m.sob. Frohlich Glenury Ger. bge. Laid up Helenc bge. Newchwang Gor. Hieronymus Gor. Hilda Maria Johann Carl Gor. sch. Norw. bge. Newchwang 17 / 2 Magenta Slam. bqe. Moridian Ger. bge. Orient: Oscar Mooyer Gor. bgc. Ger. Sm. sc. Peter Swed. but. bqe. Hongkong Walter Siegfried Brit. bge.

MERCHANT STEAMERS. British London British Hongkong Kwangtung British. Colonies Menmuir Taku MERCHANT BAILING VESSELS. Amer. sch. Almatia Brit bge Tientsin **Guiding Star** Brit. bge. Lee Yih

FOODHOW.

In port on September 22, 1883.

Ger. bqc. SHANGHAI. In port on September 26, 1883. MEECHANT STRAWERS. Br. st. dre.

Occident London, &co British. Antenor Cambodia British Hongkong, &c. British Decean. Marseilles French Fatchoy British London, &c. British Glencoe Tientain: Chineso Hac-an Chinese Hae-ting Kuchinotzu Hideyoshi Maru Japanesa Hiroshima Maru Japanese Niconasti, &c. . Hankow: &c. Kinng-kwan Chinese Hankow &c. Chinese Kiang-yung Newchwang British Nanzing . Hongkong British Ningpo British. New York, &c. Oxfordshire Hongkong, &c. French Oxus. British Patroclus British Pechili Hongkong Newchwang Brtiish Peking Polyhymnia German Hankow, wc Shanghai : C'foo & T'tain British Sin Nanzing Hankow Cos'tan Dock Hankow, &c. British Newchwang British Tientsin Kuchinotzu British Waverley Whampoa British Yoritomo Maru Japanese

MERCHANT SAILING VERBELS. Brit. bge. Brunette Centaur. Chihaya Maru Japan, bqa. Chingtah Diamond Brit. bge. Earl of Elgin Siam. bgc. Eng Les Siam, bqc. G. H. Wappans Brit, bqc. Chi. bqe. Brit. bqe. London Leander Siam. bqc. Lucky Brit, bqe. Satsuma Siam. bqe. NAGASAKI.

To telab

In port on September 15, 1883. P. Pendleton Amer, bge. Repairing Queen of India Brit. bge. Sharphai. Brit. bae Shanghai Amer. bqe. Honolulu In port on September 15, 1863.

A. M. Simpson Amer. sh. Chloris Brit. bue. Queen Emma Wm. J. Rotch Amer. sh. San Francisco YOKOHAMA.

In port on September 22, 1863. Alox. McNeil Amer. ah. Amer. sch. Black Diamond Ger. bge. E. v. Beaulieu Ger. bqe. Gloaming Brit. Bh. Bri. bkting. Kanagawa Maru Japan. boe. Amer. boe. Wm. H. Lincoln Amer. Sh.

Where at.

MANITIA. In port on September 20, 1883. Dutch sh. New York Ger. al. Sta. Helena H. A. Litchfield Amer. boo. New York Gor. bge. Channel H. Bremer H. G. Johnson Amer. bue. Norw: bqu. New York Amer. sh. New York Importer John Nicholson Brit. bga. Liverpool Amer. sch. New York Span, pgs. Penita Polynesian: Ger. bqe Liverpool HOHO. In port on September 3, 1883.

Amer. sir. New York Amer. bge. Boston Cheshire Amer, bge, New York Electra ... Brit. bge. Channel CEBU. In port on September 3, 1883. Ger. soh Umited States Friedlander Ger. bqs. Boston Gerd Heye Ger. Hermanu bqe. Channel Ger. Hydra ' bqe. Channel Ger. In port on September 15, 1383.

Siam. boo. Advance Ban Lee Buz Caso Bua Pan Ohina Siam. bgc. Diamond City Siam. buc. Siam. bqe. Falcon eigen PIT Glengarry Hero ' Kim Boon Host Siam. lug.

Koh Hock ChungSiam. sch.

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Simm.